THIRD SECTION

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AUTOMOBILES

NO. 125—SEVENTY-FIRST YEAR

VICTORIA, BRITISH COLUMBIA, SUNDAY, MAY 5, 1929

Front Drive Equipped Automobiles Have Now Made Their Appearance

Era Motors, Inc., of New York, Place on Exhibition New "Ruxton" Straight Eight Car—Reduction of Skidding Tendency Claimed as Great Advantage of Change

Transportation Expert Sees No Aeroplanes Displacing Autos

DETROIT, May 4.—This week there has been much talk of front drive models, following the first showing of a car of this type on the Pacific Coast. It is known as the "Ruxton," and has been exhibited in Los Angeles.

It is the product of a new company, Era Motors, Inc., of New York City, and the design is credited to C. Harold Wills, Detroit, former Ford chief engineer, and William Muller, a racing driver. The car is said to have been built in Philadelphia, and is a straight eight with a body by Budd. In Los Angeles it was said the car had been lent to the management of a department store, "for display purposes only."

The president of the company, A. M. Andreus, New York banker, was said to be in Los Angeles to attend the showing. New York information was to the effect that nine persons described as "nationally known" were associated in the company, for which offices have been opened at 17 East Forty-Fifth Street. It was said that all the stock had been subscribed, and that none would be offered for public sale.

Pictures of the car show it to be mounted on a chassis with extremely low road clearance, within one step of the ground. Detailed specifications have not been issued yet.

Front drive is not new to the industry. Fourteen or fifteen years ago the chassis principle became known through races in which factory Oldfield drove the old "Christie," and a model of this make has until recent years been in the service of the Detroit Fire Department, it being seemingly impossible to wear it out.

Modern progress in the front-wheel drive has been made in the annual 500-mile races on the Indianapolis Speedway, and in other events conducted on board and dirt tracks throughout the country. Its most consistent champion has been Harry Miller, Los Angeles builder of racing cars, whose designs in the ninety-cu-inch displacement class have several victories in some instances, but not in the 500-mile event itself.

For passenger car work, a builder in Indiana has been developing a front-wheel drive model which was to have been shown early this year, but was delayed until it is now reported that this model is scheduled for introduction later this year. Experimental models are said to be able to make road turns at forty and forty-five miles an hour.

As contrasted with the conventional passenger car type of rear-wheel drive, the front wheels pull the car forward rather than push it. Theory, also, credits front-drive advantage, according to those who favor it. With the propulsion in front the car has more tendency to skid. Its ability to hold the road on sharp turns may be likened to a man crawling over a slippery surface. He can proceed with less danger of slipping or falling than one who walks upright.

Disadvantages in the types so far developed are that they have been too heavy to steer. Construction requires four universal joints, instead of two, and this necessitates more involved front axle construction, and consequently the car is more expensive to build.

The question how far airplane use will cut into service given by motor cars has brought an answer from Professor John S. Worley, of the transportation faculty at the University of Michigan. Professor Worley believes the airplanes will never compete seriously with the automobile for distances up to 500 miles, provided cars continue the present trend toward greater speeds.

Building speeds of eighty to one hundred miles an hour into cars of the $1,000 to $2,000 class, Professor Worley argues, together with the development of super-roads that will avoid congested centres of population and link cities in a straight line, will allow the motor car to retain an advantage.

If such a road were in existence between Detroit and Chicago, he reasons, two travelers might start at a given moment, one going by land and the other by air, with the man in the motor car winning the race to the heart of Chicago.

Professor Worley bases his contention thus: The ideal condition of travel calls for continuous passage from place of departure to destination without interruption, with a minimum lapse of time from beginning to the end of the trip. There also must be comfort and safety in a vehicle which can be parted almost instantly at or immediately adjacent to the destination, besides being immediately available for use between local points in a town or neighborhood and ready for departure to another destination fifty or more miles away. Such a vehicle must be unable under all weather conditions and must be reasonable in price with low-cost operation and repairs.

Professor Worley points out that airplane travel as now organized requires an average of thirty to forty minutes to reach airports from the centres of cities. Figuring this in, and allowing one hundred miles an hour as the average for aircraft passenger travel, with eighty miles an hour for the cars of the future over widened roads, the plane would make the trip in shorter time, but the chance, Professor Worley contends, would remain with the car.

Even though, as some engineers promise, future landing fields may be located on the tops of buildings, plane travel would require time for the distance between the passenger's home and the down-town airport, and this time could be used for travel either way entirely passe.

Cafeteria Gasoline Pumps Is Latest Trade Innovation

WASHINGTON, May 4.—The cafeteria type of gasoline oil pump is to be the latest innovation soon to be placed upon the market to accommodate the motorists. This is indicated by the fact that one of the nation's largest oil companies has just applied to the United States Patent Office for patent rights.

USED TIRES WANTED

Have you tires on your car that you are a little worried about? That are good for a few thousand miles yet—but that might let you down any minute? We will buy the unused mileage in your old tires and equip your car with extra good looking, extra long wearing Seiberling All-Treads, on a fair price basis.

AF-FIN-ITE

Compared with the best tread stock Seiberling has ever used the 1929 tires are tougher, harder to break or tear and contain over 30% more wear. This is gained by the use of Af-fin-ite, the new Seiberling compound used in vulcanizing

New Tires on Terms One-Third Down

BALANCE—SIX EQUAL WEEKLY PAYMENTS

Red's Service Station

Exclusive Victoria Agency for

SEIBERLING ALL-TREADS

852 Yates St. Phone 910

Four-Speed Graham-Paige Breaks Record



For the first time in the history of the famous Brooklands track, England, a closed car has captured speed records formerly held by racing and sports cars. The eight-cylinder Graham-Paige, with four-speed transmission, carrying complete equipment, recently set new records for 200 kilometers and for 200 miles for cars of 5 to 8 litres displacement. Its average for the 200 miles was 77.27 m.p.h., from a standing start, and with one stop for fuel.

CAR OWNERS PROTEST RAISE

MOTOR OPERATORS OBJECT TO CURTAILMENT OF OIL OUTPUT

American Automobile Association Has Issued Statement Bearing on Proposed Action

WASHINGTON, May 4.—Car owners of the country, who annually spend over two million dollars for gasoline and oil, face a constructive programme to conserve the nation's oil resources, but will be quick to resent any move on the part of the industry to create an artificial shortage with the purpose of raising prices to the consumers, according to a bulletin issued recently by national headquarters of the American Automobile Association.

The A.A.A. statement was issued under the signature of the president, Thomas P. Henry, of Detroit. Mr. Henry said that the national motoring body is in whole-hearted accord with the policy of President Hoover as far as the oil resources of the public-owned domain is concerned.

"When it is considered," said the A.A.A. president, "that America has only about eighteen per cent of the world's oil reserves, and in 1928 produced 68.2 per cent of the world production, it is time to adopt some means of securing a supply for the future.

"If all elements of the oil industry are sincere in the move to join President Hoover to boost conservation of these resources, there is little danger of unfavorable reaction on the part of the consumers. If, on the other hand, there develops any indication that the oil interests intend to use conservation as a cloak for the creation of an artificial shortage, the organized car owners, through their national and local associations, will be found ready to do battle."

Mr. Henry cited figures for 1928 to show that there was no unusual excess in the gasoline supply, although there was an over-production of crude oil.

"As a matter of fact," he said, "it appeared that refiners did not accumulate sufficient supplies of gasoline during the Spring and were pushed to fill orders in midsummer.

"Gasoline production totalled 377,193,000 barrels or 15,841,666,000 gallons in 1928, which represents an increase over 1927 of fourteen per cent.

"This increase resulted both from increased runs to stills and from an increase in percentage of recovery of from 39.6 per cent in 1927 to 41.3 per cent in 1928. The increased yield of gasoline from crude oil was due partly to increased cracking activity."

HEADLIGHTS FOR LIGHTHEADS

The good old sign, 'Beer Drawn from the Wood" has been changed to read: "Booze Made from the Wood."

It's natural a man's second wife shouldn't love him as much as his first. He's been re-vamped

The rich man with nothing to do gets awfully tired The poor man with nothing to do gets awfully hungry

"An undertaker was run over by an auto and died."

"He didn't make much on that funeral, did he?"

"No. In fact he went in the hole."

Large splending for victim of auto accident: "Gentlemen of the jury, the driver of that automobile said he was only driving four miles an hour. Think of it! The long agony of the victim as the car drove so slowly over his body."

Ambassador Bridge To Be Lighted by Canada and U.S.

DETROIT, May 4.—The new Ambassador Bridge, linking the United States and Canada across the Detroit River, will be lighted by both countries. The bridge, when completed, will be the longest single-span suspension bridge in the world, measuring 1,850 feet from tower to tower

CAR REQUIRES NAVIGATOR

When on an extended tour, one of the party should be appointed navigator, whose sole duty it is to keep the car on its proper course. It may be the driver or it may be the person sitting beside him in the front seat. Certainly it should not be the whole family.

Modern Brakes Cause Greater Wear on Tires According to Experts

Loss in Year Through Increased Efficiency in Checking Motion of Car Said to Represent Hundreds of Thousands of Dollars Every Year—Greater the Pressure the Greater the Factor

Observance of a Few Simple Rules Will Reduce Waste to Minimum

ACCORDING to Toronto police who are just now engaged in cleaning up the city's brake situation by means of testing cars at random on the road and making tests of any which are brought to them voluntarily, brakes on the whole have shown a vast improvement over the conditions prevailing several years ago. Naturally four-wheel brakes have had a great deal to do with this. But they have also given the majority of people such confidence in their stop-power that most drivers come up to corners faster and depend on a quick stop But constant jamming on of four-wheel brakes is not the best thing in the world for the tires. It has resulted in a huge waste of good mileage.

MEAN ENORMOUS SUM

Last year tire manufacturers in the United States made nearly 60,000,000 casings, valued wholesale at more than $670,000,000, or at retail more than $1,000,000,000. Since tests show variations in tire mileage as high as 40 per cent, the needless waste can be conservatively estimated in the hundreds of millions.

Observance by all drivers of a few simple rules of tire care would reduce the waste to a minimum.

Paradoxically, the more the automobile is improved, the harder it seems to be on tires. Four-wheel brakes can stop a car at twice the speed in half the time required a few years ago Unfortunately, if habitually stopped on at high speed, these brakes will wear out tires far faster than four times as soon.

Poor brakes, conversely, burn up tires Unevenly adjusted brakes scuff out casing as a lame boy scuffs out shoes The experts say nine out of ten cars are habitually run with the brakes unevenly adjusted.

Increased speed tears down tires, too, but as the number of cars in use increases traffic must be speeded up. Slowing down and stopping remain about constant, which is fortunate, for tests have shown that a car driven at thirty-five miles an hour and stopped every quarter mile will wear away the tread design design as a casing by about 100 miles. here one-quarter as many stops will not have the same effect in less than thirty times the distance, or 3,000 miles.

OTHER FACTORS

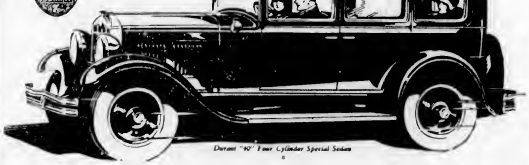
There are other factors beyond the control of the individual motorist. High speed surrounding traffic and sudden braking wear out the road faster, and car wheels grind and bump tires to earlier ruin. The demand for speed has brought about the building of cars with lowered centres of gravity and smaller wheels, which turn more frequently, wear out shoes faster and bounce in and out of depressions than a larger tire would straddle.

The one factor in tire wear that can be most easily guarded against by the motorist is under-inflation. Tests recently have shown that a lowering of pressure only six pounds below the proper figure caused tires to wear out 25 per cent faster.

There is only one way to check up on the tire pressure, and that is not by kicking the tire with a judicial toe. Four minutes with a tire gauge once a week will add about one-quarter to the mileage of tires, according to the best just cited. If a motorist uses eight castings a year he should save the price of two tires by this simple precaution.

The heater of the car should be cleaned out occasionally to prevent an odor.

DEVOTED TO QUALITY



Durant "40" Four Cylinder Special Sedan

10 Minutes—

- - - In a Durant Showroom

YOUR first impression will be that the body lines and color schemes are exceptionally attractive . . . and when you examine the upholstering, deep cushions and roominess of the interior you will understand the comfort that will attend your journeys.

An explanation of the Red Seal "L"-head Continental motor, its scientific correctness and ability to serve, will suggest a drive. Then, you will realize that the unseen asset . . . quality . . . is everywhere present in full measure to give you the greatest dollar value obtainable in any motor car.

Red Seal Continental Motor Besides Four-wheel Brakes Morse Silent Timing Chain Ball Force Feed Lubrication

Four Cylinder Models $675 and Up f. o. b. Factory Standard Factory Equipment

Built by DURANT MOTORS of CANADA LIMITED - TORONTO, CANADA

Roughy Trucks ½ Ton to 1½ Ton Capacities

DURANT

1929

A GOOD CAR

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818 YATES STREET (Next to Dominion Theatre) PHONE 2983

SOMASS MOTORS, LTD., PORT ALBERNI, V.I.

SAFETY NUT SAYS:



Old Hard Luck got his eleven hand stepping on the gas



Accidents happen every once in awhile to the man who is just starting from the curb. Driving from such a parking position into the lane of travel is always risky business and one that will get you into trouble unless you take some sort of precautions. When you leave the curb, signal your intention. Stick out your arm and let the other fellow know what you are about to do. If you have a mirror in your car fine; if you have not, it will pay you to get one

Road Notes From Flanders War Region

Poel-Cappelle and Ypres

By ERNEST N. SMITH, General Manager American Automobile Association

Editor's Note—The battlefields of the Great War have become one of the most alluring motor tourist attractions on the face of the globe. In years to come, hundreds of thousands of tourists will visit these sacred places.

Poel-Cappelle and Guynemer—Turning south from Bruges, we motored swiftly along the cobbled road through the fields of Flanders. There were no signs of "war" as yet, unless one noticed that most of the trees that lined the road were young. The map told us we were at that moment running across the land behind the German lines through the country where the war lords had massed the fighting heart of the German Empire and the brains of the general staff had centred what was perhaps the greatest effort of the war, for victory here would have flung the English "contemptibles" aside, given Germany possession of the French coast and separated England from her allies.

I confess to a feeling such as I experienced at no other place in Europe as we wound our way toward the horizon. For it was here that the very flower of England's families went gaily across the Channel for perhaps a Summer of battles. But the months went by, and then the years. Regiment after regiment went into action and were swept away as the water in a stream, only to be replaced by other countless thousands. Deeper and deeper these men dug in. The incessant drum fire which went on for months ceased only when the sky was ripped with the sweep of air squadrons and hell dropped down from the blue heaven above. Poison gas swept across the fields. Towns curled up and charred under artillery bombardment as swiftly as a chip withers upon a roaring fire. No man moved for months save to kill or be killed.

It was the supreme challenge of the mightiest war machine the world had ever seen up to that time And the English, dug deep into a land that wasn't their own, with their backs to the English Channel fought the years in and out and through.

It was win or die, but never retreat. The Germans were stopped, at what cost we shall learn shortly.

We motored in and out of tiny villages and if ever there was a series of "Spotless Towns," we found them here. Only the thoughts of why every town, every building every street was new marred a full appreciation of their attractiveness.

And then as we ran down the main street of one of these towns the road flared to form a makeshift park and there in the open were three objects which riveted our attention. In the foreground was a large wooden sign reading "Poel-Cappelle"—which we knew as one of the famous towns of the war zone Beside it stood an enormous gutted war tank, the snouts of its guns crazily pointing to nowhere Rust covered it. The insides were exposed and tangled struts and beams ran into its dark recesses Mute symbol of a devastating force.

Children were playing hide and seek in and around it.

But just back of these two appeared a mottled stone monument surmounted by a bird with a broken wing. We stood now at the spot where the most famous of the French aces, Guynemer, came hurtling out of the sky to his death and imperishable glory Around this spot the city had made its new public square.

Let the legends on the monument tell the story:

11 September, 1917,
On This Corner of Belgian Soil
Ravaged by War, Fell for
The Defence of Violated Right



MENIN GATE AT YPRES
England's war memorial at Ypres, Belgium, where fought the flower of the British Army, which lost 400,000 men, 50,000 of whom were never identified. The tablet reads: "To the armies of the British Empire, who stood here from 1914 to 1918, and to those of their dead who have no known grave."



MEMORIAL TO GREAT FRENCH ACE
Guynemer Monument at Poel-Cappelle, West Flanders, where the noted French ace fell.

A French Hero, Georges Guynemer
Whose Victorious Wings Won
In His Twentieth Year a Glory
Incomparable
In the Sky of Combats. The
Aviators of Belgium Who Had
The Honor of Fighting at
His Side Have Raised This
Monument in Witness of Their
Admiration Born of the
Fraternity of Arms
8 July, 1923

On the other side of the pillar these words:

"Guynemer, Legendary hero fallen in the full sky of glory after three years of ardent combat will remain the purest symbol of the qualities of the race, indomitable tenacity, fierce energy, sublime courage, animated by the most unshakable faith in victory, he leaves to the French soldier an imperishable memory which will exalt the spirit of sacrifice and inspire the most noble emulation."

Soft green grass stretching away from the roadside to low hills on the horizon. Clumps of trees and through them shining the inevitable red tile roofs of the farmhouses. Men and women and dogs and children working in the fields. Apparently peace and plenty.

But there, thrusting its ungainly shape from the grass is a huge flat-topped, oblong, concrete pile. And there is another pile crumbling around the edges, and beyond that another and another, and so stretching away into the haze in a long motionless line stand these grim war reminders—platforms for great guns, the ammunition dumps, the shelters, the hideous paraphernalia of war, gruesome in their lonesome and now purposeless vigil Time may come when they will disintegrate or the farmers will raze them, but today the grass sweeps up to their rough sides as Summer seas surround the rocks of a shoreline, and in the Spring the poppies peep out from earth-packed crevices and nod in the Channel breeze.

We passed the "front line" of the Germans. Up a rise, a glimpse of a meandering stream, the Yperlee, two distant lakes, and there between the groves of young elms rose the sharp edges of steeples, towers, the new town of Ypres, taking the place of the old town whose origin is "wrapped in darkness," but whose modern counterpart rose bathed in the blood of the fighting men of a distant nation.

We crossed the new bridge, motored slowly past the remnants of the ancient fortress wall, down the narrow streets of another "Spotless Town" and found ourselves in the midst of one of the most famous war towns of the world, and the centre of the British defence—Ypres.

The town is nearly rebuilt so far as the smaller general business buildings and homes are concerned, and fortunately in appearance duplicate the original buildings. But gone forever are the Cloth Halls, the old Eglise Saint-Martin, the Place du Musee et Conciergerie, all evidence of historical art which dated back as far as 1073, during which Ypres began a growth which caused it in the XIII century to have 200,000 inhabitants and to be a meeting place for the tradesmen of Europe and the Orient.

Today it is a sleepy Flemish village, polished and glistening in the sun, and living more and more upon the revenues which are left behind by those thousands of distant travelers who come to see—and mourn.

The very spirit of the World War hovers over the town because of a magnificent memorial stone arch erected by Great Britain which is set down astride a street and covering half a block. There is something about its massiveness, its permanence, its dignity, that thrills. There it stands athwart the street, rearing its top above the surrounding buildings, dwarfing everything around it, and seeming to shove lesser things aside that it may remain forever How magnificently it epitomizes the strength of the nation it represents!

I stepped down the street the better to survey its massive outline and when I did turn something caught in my throat.

On its smaller stone panels were carved the words:

For Country
For King

and then, on its topmost panel with the blue sky for a frame work, this single dedication:

To the Armies of the
British Empire Who Stood Here
From 1914-18 and to Those of
Their Dead Who Have No
Known Grave

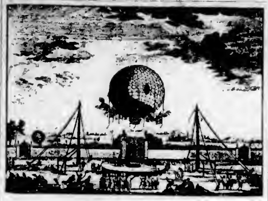
"To those of their dead who have no known grave!" There were fifty thousand men blown to eternity among the four hundred thousand soldiers of the Empire who died on this front, "For God—For Country."

Can you see them marching up, flags flying, drums rattling, music swelling on the breeze, punctured by the roar of a million shells! Here they come, wave upon wave of men—the Lancers, the India Horse, the Punjabis, the Brahmens, the Baluchistans, the Rajputs, the Sikhs, the Royal Lancers, the Australian Tunneling Companies, the Royal Dragoons, the Scots Guards, the Coldstream Guards, the Royal Engineers, the Princess Pats, the South African Heavy Artillery, the Northumberland Fusiliers, the Motts and Derby Regiment and the King's Own Shropshire.

There are fifty thousand names carved in red letters upon this monument and of a size to be easily read some distance away. The sidewalks running through the arch are piled high with wreaths and set pieces and bouquets and scattered flowers, brought or sent from the world over. Here are a bunch of paper flowers, there a wreath from "Mothers in Canada," there a tiny bouquet "To Jack, dear, from Winnie," in that corner some faded roses, and alongside a basket of strange blossoms fashioned from beads and coming from India.

This is no place for idle conversation. There are too many strained faces about, too many people on the verge of tears, too many who have come long distances on a pilgrimage of devotion and remembrance.

Sad eyes scan eagerly the long carved columns of names of the "unknown dead," and in the end rest upon a few letters, a mute answer to the agonized query of "When and How and Why?"



HISTORY OF AERONAUTICS
The Gerli Balloon of Andreani

The Chevalier Paul Andreani was a man of wealth who lived on his estate of Moncucu, near Milan, toward the close of the eighteenth century, and though he knew nothing of aeronautics, he deserves a place in this history because, like so many men of wealth, he contributed his mite toward the mastery of the air, and added a little knowledge to the mass essential to successful achievement. He knew nothing of aeronautics but he had money, and the brothers Gerli, of Milan, had some knowledge of fire baloons, which were the rage of the times. And so with Andreani's money and the brothers Gerli's skill, a balloon was constructed.

It was made of linen, with fine paper between the layers, and its diameter was some 66 feet. So far nothing new But it contained some improvements The fire platform was built so that the flame would be higher up in the bag, and the fire container was of copper mesh with protection against sparks flying up into the interior of the inflammable bag. The fire was started on dry birch wood, and continued with a bitumin preparation prepared by Gerli. And the first flight, with passengers, took place on February 25, 1784 It was a short flight of twenty minutes, but a subsequent one on March 13 took the craft seven miles and to an altitude of 5,200 feet.

Nothing remarkable in all of this from modern points of view but it serves to illustrate the improvements, one by one, the many, and often small, accretions of knowledge and experience that commenced five centuries ago, and which all were so essential to man's present success in riding through the air with some degree of safety and comfort.

Spend $10,000,000 On Mile of Pavement

Chicago's two ribbons of lake front super-highway, eventually to run nearly thirty miles, or the length of the city, are to be united in the Loop district by a mile of pavement 140 feet wide, to cost $10,000,000. When completed this strip will make Chicago's outer drive system probably the longest lake front highway of any city in the world. From end to end it will wind through an almost continuous series of public parks.

TWO CARS FEATURE HIGH LEVEL SALES

Oakland and Pontiac Find March Best Sales Month in History by 7,000 Cars

With March sales of new Oakland and Pontiac Sixes 7,000 cars above any previous month in Oakland history, the Oakland Motor Car Company during the first quarter of the year sold 81,838 cars, according to McRae-Meldram Motors, Limited, local dealers.

This betters the first quarter of 1928 by 8,000 units and nearly trebles the 33,000 Oakland and Pontiac sixes sold in the first three months of 1927.

March sales this year, according to figures reported to the National Automobile Chamber of Commerce, were 36,460 cars, setting a new high monthly record in the history of the Oakland company, the best previous month having been June, 1928, when sales touched 29,477 cars.

March of this year shows a gain of close to 30 per cent over the 28,302 Oakland and Pontiac sixes turned out in the same month last year, and more than doubles the 18,974 units sold in March of 1927.

Current production schedules are at peak figures, many manufacturing divisions working on day and night shifts to turn out cars at a rate consistent with the buying demand.

DEMONSTRATION CREATES INTEREST

National Display and Testing of Plymouth Motor Cars Attracts Wide Attention

Featuring the full line of Plymouth motor cars with important improvements, the national display and demonstration conducted by Plymouth dealers throughout the country is creating unusual interest. Advices from the Detroit offices of the Plymouth Motor Corporation indicate that large and enthusiastic throngs are being attracted to these displays of Chrysler-built Plymouth motor cars.

Many of the mechanical improvements are to be found in the engine, where a longer stroke and greater piston displacement, longer connecting rods, heavier crankshaft, larger main bearings, and improved lubrication have been used to produce greatly improved acceleration and a remarkable degree of smoothness.

Among the other new features are an improved clutch and a new type exhaust manifold which has been designed to carry the hot exhaust gases from the engine at the front rather than at the rear. This is a feature that is particularly desirable during the Summer driving season as it promotes driving comfort by minimizing the possibility of engine heat entering the front compartment.

A large number of other improvements which add to the ease of operation, the comfort, and the dependability of the Plymouth are also to be found on the models now on display.



Style Beyond Its Price Class
Price Below Comparison

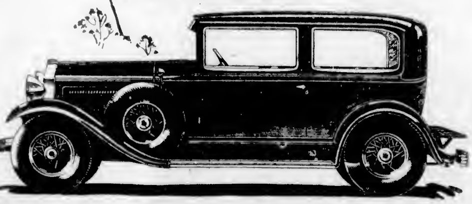
Only custom-built cars can compare in beauty of design and luxury of finish with the new-style Willys-Knight. Sweep and verve of line, distinctive harmony of color and perfection of detail make it the outstanding creation of today's style specialists.

And never before has such a large and powerful Knight-engined car been offered at so low a price. The new-style Willys-Knight brings the patented, double sleeve-valve engine within easy reach of the thousands who have previously been restrained from buying by the necessarily higher cost of this superior motor.

It offers an engine free from costly carbon cleaning and valve grinding. An engine smooth, silent, powerful at the beginning, that actually increases in power and smoothness to a mileage limit impossible to determine. For instance, one recorded Knight engine still in use has travelled over 365,000 miles.

Flash-away pickup, soaring power on the hills, effortless steering and arm-chair riding comfort are a few of the many remarkable features of the new Willys-Knight 70-B.

Arrange today for a demonstration of the model in which you are most interested.

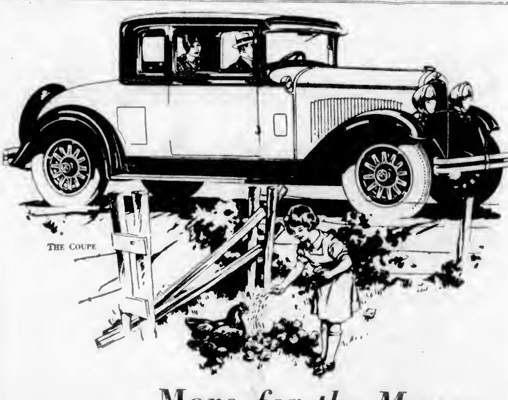


"FINGER-TIP CONTROL"
One button in centre of steering wheel controls starter, lights and horn. Simple design, easy operation. No wires in steering post

WILLYS KNIGHT

COACH
$1870
Sedan $1995, Coupe $1870; Roadster $1870, Touring $1775. Willys-Knight 56-A Coach $1570, Sedan $1695 Prices delivered at Victoria fully equipped. Wire wheels extra.

Thomas Plimley, Limited
1010 Yates Street Phone 697
THOS. WEEKS & SONS, NANAIMO



THE COUPE

More *for the Money*

The new Dodge Brothers Six completely alters every popular notion of how much it is possible to embody in a car so moderately priced. It even surpasses all previous Dodge Brothers standards of value, dependability and positive worth! For the new Dodge Brothers Six is definitely a *more-for-the-money* car. In all-around performability, in comfort and ease of handling, in luxury and style, and in stamina, it is as thoroughly characteristic of Dodge Brothers excellent craftsmanship as it is of the rare creative genius of Walter P. Chrysler.

EIGHT BODY STYLES
$1210 TO $1365
f. o. b. TORONTO INCLUDING STANDARD FACTORY EQUIPMENT
(Freight and Taxes Extra)

NEW DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

A. E. HUMPHRIES MOTORS, LTD.
925 YATES STREET PHONE 479

ASK UNIFORM ROAD RULES

NEED OF WORLD-WIDE UNITY IN REGULATIONS GOVERNING HIGHWAY TRAFFIC

Confusion Caused by Left and Right Hand Driving Leads to Perils

Automobile drivers in the United States keep to the right.

Automobile drivers in England, Austria, Sweden, Argentina and Africa keep to the left.

How did these opposite customs arise?

"For the world divides roughly half and half on the rule of the motoring road," says a bulletin from the Washington headquarters of the National Geographic Society.

"The present score is: many of the nations and colonies favor the right side drive; forty-three cling to the left. Iraq added one to the right side score when she decided to reverse the English rule of left-side driving, which has been in use since the World War, and return to her former rule of keeping to the right.

PROBLEMS OF MOTORIST

"The need of a uniform rule is not so apparent in North America as in Europe. Consider the problem of a motorist who has to drive from Norway to Italy through the Dolomites. He starts bravely out from Oslo, keeping to the right until he reaches the Swedish border. Thereupon he keeps to the left, Letting him have his wits about him, because, when he arrives over to Denmark he must again move over to the right of the road. Germany the same, he thanks heaven. Back again to the left in Czechoslovakia. And just as the bewildered senses gets used to left driving in Austria he must steel his nerves to switch back to the right rule of the road in Jugoslavia and Italy.

"Probably our customs had its origin because it was natural to grasp weapons with the right hand, while the left hand carried the shield over the heart on the left side of the body. From this it boltows that armed men passed each other shield to shield, left hand to left hand.

"That fact accounts for the pedestrian custom of keeping to the right.

"Even in England the rule of the sidewalk or pathway is keep to the right.' How then did England acquire the custom of keeping to the left on the highways?

ORIGIN OF PRACTICE

"One student of the problem finds the origin of the practice in the habit of the English coachman of sitting on the right side of the coach driver's seat. He grasped the whip in his right hand. In passing another coach he wanted to be in a position where he could best prevent a collision. So he passed an oncoming coach on that coach's right. From his seat on the right of his coach he could see how near his wheels came to those of the other vehicle.

"On the Continent it was more frequently the custom for a position to guide the horses than a coachman. The position took his place at the left of the lead team in order to have his right hand free to grasp the nearest bridle.

"It has been suggested that automobiles in America keep to the right because cars did in the old days. Oxen were the draft animals most used in the colonies. The cardriver directed them by voice and whip. He held his whip in his right hand and trudged along on the left of the oxen and, therefore, turned to the right.

"All the countries of the New World keep to the right except British Honduras, Panama, Paraguay, Argentina, Uruguay and Prince Edward Island in Canada."

400 Miles Motor Roads in Canada's Great West Park

OTTAWA, May 4.—In Canada's 11,500 square miles of national parks steady progress is being made in opening up new outstanding points of scenic beauty to the motorist and the tourist.

Engineering and construction work carried out during 1928 by the National Parks Branch of the Canadian Government Department of the Interior greatly increased the facilities for the comfort and enjoyment of visitors, and preparations for the coming season's tourist flow are now well advanced.

The motor roads in the national playgrounds in the Western Provinces were extended during last year and considerable maintenance and improvement work carried out so that there are now more than 400 miles of first-class highways in the parks.

Toll Rates on Hearse Worry Turk Collector

STAMBOUL, May 4.—The advent of Turkey's first motor hearse threw the toll-collector of the famed Galata bridge into a quandary.

The hearse was held up for hours during its first attempt to cross the bridge, while collectors debated as to what toll it should pay. Five cents is charged for motor passenger cars and ten cents for large cars, but the hearse seemed to fit neither classification.

It was put in the truck class finally and let pass for fifteen cents.

Device Helps Drivers Of Trucks and Buses

PARIS, May 4.—Devices to take most of the hard work out of driving trucks or big buses are interesting French automotive engineers. The same principle used to multiply power on brakes is applied to steering and is being experimented with on heavy clumsy that require much effort. One of the ideas is to use a vacuum created by the engine to work two opposed cylinders connected with the steering mechanism, multiplying many times the power applied to the steering wheel.

Cars Being Made to Meet Traffic Conditions



ILLUSTRATING TYPICAL CLEARANCES WITH MODERN CAR WHEEL DIAMETER NOT THE IS INCHES. CLEARANCE OF FRONT AXLE NEARLY 9 INCHES.



TRIPS THROUGH THE HOT DESERT THAT TOOK MONTHS FOR THE "49ERS" ARE MADE AT HIGH SPEED TODAY. THIS CAR IS IN THE DEATH VALLEY 200 FEET BELOW SEA LEVEL.

By J. E. SCHIPPERS, M.S.A.E.

CHANGES are going on in automobiles today that would not have been possible ten years ago. The widespread use of concrete is more responsible for the changes in design of the present-day car than anything else.

Much as we would liked to have cars with eighteen-inch wheels and lower safe clearances during the past days of dirting these cars would not have been practical until the road system had been developed to the point where the cars would not be hung up on the top of ruts and other road obstructions.

Today, with practically every town in the country of more than 8,000 population located on the hard highway system, there rarely is any need, except in the rural districts, of ever getting on bad roads. Many cars travel practically the entire life of the car without ever getting off hard-surfaced highways.

It is not necessary for cars to be designed to take care of such extreme conditions as those which existed a few years ago. In fact, designers are becoming more and more daring in taking advantage of the present highway conditions so that now it is a question if some of the cars are just a little too extreme in the matter of [illegible]ance.

Of course, a [illegible] owned and driven about [illegible] City, Chicago or some [illegible] metropolitan section is going [illegible] be up against an entirely different set of circumstances than one which is owned and driven in the country. As far as the engineer at the factory is concerned, he has to make a compromise between these two extremes, because the cars that the factory makes must be universally adaptable. A car designed solely for city use could be made a very unique appearing affair as far as clearance, wheel size, etc., are concerned, but the car would be a total failure away from paved streets.

The point we wish to make, however, is that the percentage of paved road is so high now that it is possible to go a great deal further in the way of reducing clearances than formerly was possible. Furthermore, the fact that these hard roads exist for so many thousands of miles is having a great deal of influence on modern driving habits, and consequently the car must be designed to meet the new conditions.

For instance, the cooling systems now used on all cars are far more efficient than was necessary a few years back. If we attempted to drive one of the older cars through the country today like we drive the cars of today, it would not be long before we boiled the water out of the radiator. Because of former road conditions it was not possible to maintain long sustained runs at high speed. Today it is not only possible but customary. Higher road speeds have necessitated better brakes, of course, but perhaps



DEVICE TO CONTROL TRAFFIC WITH RADIO MICROPHONE OPERATED BY HORN OF APPROACHING CAR.

the greatest part of the demand for the best brakes that it is possible to design, has come from the needs of traffic.

In the city where the traffic con-

gestion is heavy, brakes, acceleration and appearance seems to be the three leading requirements. In the country, good lubrication, cooling, brakes, freedom from vibration and riding comfort are the requirements. When the engineer designs a car he has to take all of these things into consideration.

Just as an instance of what we might have to expect in the future, one of the leading manufacturers in Detroit recently sent out a little publicity item of unusual interest. It was to illustrate the possibility of adapting some of the principles of radio to traffic control. A radio microphone hook-up has been installed experimentally at a crossroad near San Francisco.

A motorist desiring to cross a busy street stops and sounds the horn. Immediately a sensitive microphone picks up the vibration and converts it to an electrical impulse which flashes an amber light for cross traffic. After several seconds the light automatically reverts to green for the main highway.

City Records Indicate Causes of Accidents

In an effort to prevent the rising toll of motor accidents in many parts of the country, more than 100 cities are keeping a record of the causes of all accidents reported and thus getting data on what motorists end of the rope to a tree or post.

Fighting with the other fellow for the right of way, these statistics show, was the most frequent occupation leading to a crash. It was closely followed by exceeding the speed limit, and there were many cases in which accidents happened as a result of a combination of these two causes.

Other things that led to many of the 25,000 fatal mishaps last year were driving on the wrong side of the road, failure to give drivers behind signals for stopping or turning, cutting left corners and "cutting in" in front of other cars, driving off the roadway, passing trolley cars, leaving cars standing without parking them properly, driving through safety zones, passing other cars on the wrong side or on curves and hills, driving while intoxicated and following other cars too closely. Still other accidents were caused by mechanical imperfections and human incompetency or inexperience.

As for pedestrians, the largest number was killed while walking, running or playing in the streets. This is particularly true of children. Many others were struck while crossing street intersections where there were no signals, or going against traffic signals. A large number of accidents occurred when pedestrians tried to cross streets at other than intersections. Hitching onto vehicles is another bad habit, for hundreds of children were killed while doing this.

In spite of the increasing use of safety zones at street car stops, many people were struck while waiting for cars or boarding and leaving them. Holding umbrellas so low that they obstructed vision was another deadly practice.

Generally, the accident in which a pedestrian figures is caused either by a reckless vehicle operator or the carelessness of the pedestrian—frequently the latter. People seem to have a habit of strolling along the streets with their minds on everything but traffic conditions. This thoughtlessness, together with being in a hurry, leads to most of the accidents for which pedestrians are responsible.

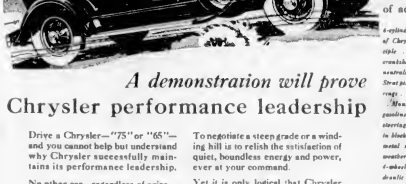
Need of Ending Billboard Nuisance Stressed by A.A.A.

Supporting vigorously the contention of Thomas H. MacDonald, chief United States Bureau of Public Roads, that the plethora of billboards on the nation's highways is a disgraceful condition which should be overcome without delay, the American Automobile Associations points out that while most states have some sort of billboard regulations, America's chaos exists continue to be marred by unsightly outdoor advertising signs.

According to the American Automobile Association, which has conducted a survey of the present situation, "the billboard evil runs rampant almost universally over the country, and save in isolated instances relatively little is being done by the authorities to halt the defacement of the countryside."

DISAPPEARING HORSE

Only 1,645 horses crossed the Philadelphia-Camden toll bridge over the Delaware River in 1928, although there was a record total traffic of 8,725,476 vehicles. In 1921 the total traffic was 8,593,201 vehicles, and of this number 1,180 were horse-drawn. The gross receipts from the bridge last year were $2,827,706.83, an increase of $253,274.83 over the preceding year.



Illustrated CHRYSLER "75" ROYAL SEDAN $1985
f. o. b. Windsor, Ontario. (Wire wheels extra)

Only Chrysler offers this greatest combination of advanced features

6-cylinder high-compression engine of Chrysler "Silver-Dome" principle . . 7-bearing counter-weighted crankshaft . . Crankshaft impulse neutralizer . . Invar-Strut Invar Strut pistons with magnesium and chrome rings . . Rubber engine mountings . . Manifold heat control . . Electric gasoline gauge on dash . . Pivoted steering . . Spring-ends anchored in blocks of live rubber, instead of metal shackles . . Chrysler-type counterproof internal-expanding 4-wheel hydraulic brakes . . Hydraulic shock absorbers . . Mohair or broadcloth upholstery optional, without extra cost. Etc., etc.

CHRYSLER "65"
Business Coupe . $1325
2-Door Sedan . . 1360
4-Door Sedan . . 1460
(These other body styles to $1440)

CHRYSLER "75"
Royal Sedan . . $1985
Coupe (with rumble seat) 1985
Roadster (with rumble seat) 2010
(Six other body styles to $2050)

Wire wheels extra. All prices f. o. b. Windsor, Ontario, including standard factory equipment. Freight and taxes extra.

A demonstration will prove Chrysler performance leadership

Drive a Chrysler—"75" or "65"—and you cannot help but understand why Chrysler successfully maintains its performance leadership.

No nither car—regardless of price—offers the remarkable combination of features which make Chrysler's unmatched performance possible.

To try out a Chrysler in traffic is to gain a thrilling new conception of how eager, fleet and smooth line-car acceleration can be—what infinite safety has been attained in Chrysler's weatherproof internal-expanding four-wheel hydraulic brakes.

To open the throttle wide on the broad highway is to feel the exhilaration of steady, effortless high speed.

To negotiate a steep grade or a winding hill is to relish the satisfaction of quiet, boundless energy and power, ever at your command.

Yet it is only logical that Chrysler should give such performance. If you were to have a motor car engineered-to-your-order, you would unquestionably insist on each and every one of the advancements in design and construction which, together, endow Chrysler with its masterful performance.

We are eager to have you put a Chrysler "75" or "65" to the test—to learn for yourself what a vast difference there actually is in performance, quality and value between Chrysler and all other cars.

CHRYSLER

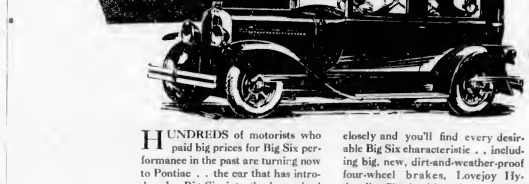
CHRYSLER MOTORS PRODUCT

1025 YATES STREET

THOS. PLIMLEY, Ltd.
CHRYSLER SALES AND SERVICE

PHONE 118

Chosen by people who used to pay high prices for big six performance



HUNDREDS of motorists who paid big prices for Big Six performance in the past are turning now to Pontiac . . the car that has introduced a Big Six into the low-priced field.

Look at it and you'll see it's a Big Six . . with big, beautiful, luxurious Fisher Bodies. Drive it and you'll know it's a Big Six . . with big high-compression six-cylinder engine, accurately balanced. Examine it closely and you'll find every desirable Big Six characteristic . . including big, new, dirt-and-weather-proof four-wheel brakes, Lovejoy Hydraulic Shock Absorbers, Spring Covers, Foot-controlled Tilt-ray Headlights, and dozens of other features.

See it now. It's a car to delight the eye and heart of the man who's been used to paying high prices for Big Six quality and performance. P-6-D-21

PONTIAC big SIX

McRAE-MELDRAM MOTORS
933 Yates Street Phone 1693

PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED



Don't "Drive" Your Car to Old Age

PERHAPS your car has been "broken in" —and perhaps you bought it second hand—in either case its lubrication deserves the same attention as that of a new car. When you pass the six thousand mile mark, the car requires the same lubrication as when it registered half that distance.

To stop giving your car regular greasing service is just inviting repair bills and an early old age. Regular greasing service is cheaper by far than irregular towing service. Don't let your car grow old in one season—form the habit of having the grease in your differential and transmission changed every 3,000 miles. Your dealer sells and recommends "WHIZ" GEAR GREASE for this summer's driving.

Whiz GEAR GREASE

TWO-LEVEL ROADS AT INTERSECTIONS

Michigan County Plans Separate Highways for Congested Traffic in Suburban Areas

Traffic moves slowly over most city streets—so slowly as to take away much of the usefulness of motor vehicles. One of the chief obstacles to reasonable speed on city streets is cross traffic at intersections. The same conditions exist on highway intersections in the suburban areas surrounding our cities, but the remedy is more easily applied. The two highways may be separated at the intersection—one passes over the other. Suitable provision is easily made for traffic turning from one highway into the other.

In Wayne County, Michigan, on which Detroit is located, a comprehensive programme of separating highways and superhighways at their intersections has been undertaken. The Michigan-Southfield superhighway grade separation being perhaps the first and largest of its kind.

The project involves the construction of five concrete bridges and a channel change of the Rouge River. Both intersecting highways have two stripe of forty-foot concrete pavement separated by an eighty-four-foot esplanade. Two of the bridges will carry the Michigan superhighway over a Southfield superhighway. A third will separate the Michigan Central railroad tracks and Southfield's superhighway, while the two remaining bridges will carry the Southfield superhighway over Rouge River in its new channel, 500 feet away from the existing course of the stream.

Left turns will be entirely eliminated in the diversion of traffic, allowing uninterrupted movement along either of the superhighways.

Ample provision for middle continent with possible future needs are provided. At superhighway crossings, such as the Southfield-Michigan separation, the upper roadway is carried on a bridge of four spans. The lower or road-way passes through the two outside openings. The roadways have a clear width of thirty feet and the sidewalks ten feet. Corner drives diverting traffic from one superhighway to the other will be paved, thirty-six feet wide.

MAKE STUDY OF WHEEL ALIGNMENT

Special Committee of Experts Investigate Toeing-In, Camber and Other Similar Matters

Parts about toe-in, caster, camber and turning radius of automobiles, both when new and after various periods of service, are being studied by a special committee of the research committee of the Society of Automotive Engineers. The purpose is to determine the effects of these factors on steering, control of the car on the road and tire wear.

Early in the undertaking it was found necessary to investigate the various types of wheel-alignment measuring devices in an effort to find one that will read accurately and be less troublesome to set up. On a large, level surface plate the car is mounted with the front wheels on two steel plates and the rear wheels on two wood blocks. A dial indicator is secured to the end of the front wheel spindle in such a way that it will contact with a tilting table resting on the surface plate. Then the front wheels are turned back and forth and the tilting table adjusted, after which readings can be made directly in degrees of the caster and the king-pin angles. Toe-in is read with a U-shaped gauge resting on the surface plate and projecting up to approximately the centre line of the front wheel. A special instrument was also constructed for reading camber directly in degrees by means of a swinging pointer.

The committee contemplates attempting to measure spring sag, axle distortion, wear of parts, tire wear and turning radius, but feels the need of getting more suitable and convenient means for taking accurate measurements on some of the factors.

TASK FOR THE EXPERT

Differentials seldom give trouble if properly lubricated. In case they do, it is a job that should be left to the expert.

One of the presents to the bride at a recent wedding was a box of choice cigars. It's looking a bit ahead to have "weeds" in your trousseau, isn't it?

Buy Scalps From Trader



The modern Indian, as represented by the wealthy Osage tribe, is as up-to-date as any effete Easterner. He does not hunt for scalps any more—he buys them from Arthur H. Lamb. Mr. Lamb sells everything from dried human scalps to hand-patterned moccasins and his clientele is as wealthy, from oil profits, as that of a Fifth Avenue salon. He is not decorated simply for the picture, the picturesque frontier dress being his business suit.

Some "Do's" That Should Be "Don'ts"

Some of the things car drivers do:

Start the engine with switch turned off, or without gasoline in tank.

Forget that constantly using the starter will exhaust the battery unless the engine is run sufficiently to recharge it.

Lubricate the engine, and neglect to lubricate all other parts.

Race the engine on a cold morning in the belief that they are "warming up."

Advance the spark when starting.

Apply the brakes suddenly when it isn't at all necessary.

Push in the starting button when the engine is running.

Blame the starter when the engine doesn't start, without looking into the gasoline tank.

Neglect to inspect the level of the acid in the storage battery, and overlook a supply of distilled water needed.

Shift from third to second or first gear when car is running at a high rate of speed.

Shift reverse gear when the car is moving ahead.

Neglect to investigate any unusual sound which may develop.

Drive fast and attempt to stop suddenly on a wet pavement.

Overlook keeping the tires properly inflated.

Release the clutch when the throttle is open very wide.

Keep the starter grinding.

Allow trunk to stand in pools of oil or water though will aware neither one is good for the tires.

Overlook the fact that gas, engine and other mechanical parts should be kept clean.

Turn corners too fast, liking to be spectacular even at cost of tires.

Open the throttle quickly, without giving the motor a chance to pick up gradually.

Find too much trouble to keep brakes adjusted—or at least too much trouble to keep our mind on it.

Neglect to familiarize ourselves with the use of the hand lever brake and thus be prepared for emergencies.

Release the clutch before shifting gears.

Accelerate too quickly, and thus set the motor pounding.

Fail to test occasionally for loose nuts and bolts.

Race engine under any and all circumstances when we feel like it.

Fail to heed the squeak that rails for oil.

Quebec Province Reports Gains in Autos for Quarter

MONTREAL, May 4—An increase of 16,586 in the number of automobile registrations for the first three months of 1929, as compared with a similar period last year, is reported. For the first three months of 1928 there were 26,743 registrations, while for a similar period this year the number had increased to 44,828.

More licences for new cars were issued this year than last. The first three months of 1928 saw licences issued for 2,834 cars, this year the figures jumped to 4,464. For used cars the increase was remarkable, with 40,184 for 1929 and 23,058 for 1928. During March 34,097 licences were issued, 2,868 for new cars are 31,629 for used cars, as compared to 20,742 for the month of March, 1928.

OILING SPRINGS

Springs can be over-oiled and cause uncomfortable riding. This condition is often brought about when springs are covered with boots. The springs become saturated and are so flexible that the car bounces at the slightest bump.

Shs: "Did I ever show you the place where I hurt my hip?"

He: "No—o-o."

Shs: "All right, we'll drive over there."

Change Now to Summer Lubricant in Your Car

Use our up-to-date electric spray and avoid rasping, grinding gears. Summer is approaching. This means longer, faster driving—more heat, greater wear on gears. We employ an expert staff in this class of work for your protection. Our Prices Are the Lowest Possible. Drive around and let us demonstrate to you.

JONES BROS.

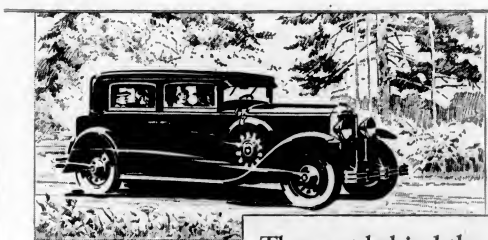
Battery Experts and Manufacturers

Cor. Quadra and Yates Phone 2714



CHAMPAGNE APPETITES WITH BEER INCOMES

"In power, ease of driving, and flexibility, the new McLaughlin-Buick out-performs any car I have ever driven." (*name on request*)



They got behind the wheel—got the facts—and bought McLaughlin-Buicks!

THE owner quoted above has been driving automobiles for 15 years, and has an intimate knowledge of motor car performance and value. Yet his enthusiastic comment merely typifies that of thousands who have turned to McLaughlin-Buick after making their own exacting tests.

Not only have motorists in all parts of the country accepted McLaughlin-Buick's invitation to get behind the wheel and get the facts about McLaughlin-Buick performance . . not only have they made the search-ing comparisons between this new McLaughlin-Buick and other automobiles . . but they have entered orders for more than twice as many McLaughlin-Buicks as any other car at or above its price. And almost without exception, those most outspoken in their praise of McLaughlin-Buick are the men and women who have had the most extensive experience with automobiles!

Be sure to drive a McLaughlin-Buick! Try it in traffic—on the straightaway—up the steepest hills. The more thorough your tests, the more careful your comparisons—the more inevitably will they lead you to McLaughlin-Buick!

B-6-5-29

McLaughlin-Buick

H. A. DAVIE, LTD.

860 YATES STREET PHONE 6900

WHEN BETTER AUTOMOBILES ARE BUILT—McLAUGHLIN-BUICK WILL BUILD THEM

They come to SEE— They stay to BUY . .

THOUSANDS come to see De Soto Six because any automobile sponsored by Walter P. Chrysler is a magnet to those who look for the latest and finest in fine cars.

They stay—and many of them buy—because the De Soto Six exceeds their expectations of what even a Chrysler-built car gives for so moderate a price.

They find a roomy, comfortable car with long, low lines and attractive color combinations—a stylish and distinguished car.

They drive, and find a speedy and vigorous car—with ample power, a remarkably fast get-away, rapid yet smooth acceleration—a car that holds the road securely at all speeds—and the only six of its price equipped with four-wheel hydraulic brakes.

They discover in the De Soto Six amazingly restful riding qualities and the smoothest engine encountered in a low-priced six.

They see evidences of Chrysler craftsmanship which assure long life, easy maintenance, low running cost and a satisfactory re-sale value.

And they find all these distinctive attributes of Chrysler Motors quality at a price well below $1500.

Is it any wonder that since the first day of its introduction, De Soto Six has outclassed in popular favor any other first-year car at any price?

See De Soto Six and drive it. There is no obligation. Come in today.

De Soto

$1075 and up at the factory

Touring	$1075
Roadster	1075
2-Door Sedan	1075
Business Coupe	1075
4-Door Sedan	1120
De Luxe Coupe (with rumble seat)	1120
6-Door Sedan De Luxe	1205

All prices f. o. b. Windsor, Ontario, subject to change without notice. Bumpers, spare tire, trunk rack and license extra.

DE SOTO SIX

CHRYSLER MOTORS PRODUCT

The Motor House

Victoria Limited

Corner Yates and Vancouver Streets Phone 443

FORD OFFERS FIVE NEW CARS

DETROIT WORKS TURN OUT 8,000 CARS DAILY, CANADIAN FACTORY, 600

Chauffeur-Driven Town Auto, Sport Cabriolet, Two Sedan, Taxicab and Station Wagon Listed

Announcement was made during the past week by the Ford Motor Company of the addition of the chauffeur-driven town car, sport cabriolet, town sedan, taxicab and station wagon to the present line of passenger and commercial cars. This makes a total of eighteen different Ford body jobs designed to cover virtually every transportation need.

Ford production during the past month has been maintained at 8,000 cars per day at Detroit. The Ford Motor Company of Canada is producing 600 cars per day and 1,100 cars by the foreign plants.

The town sedan is now en route to dealers and will be on display at their showrooms during the course of the next ten days.

The new Ford town sedan is designed for those who desire the convenience of moderate size and the distinction of fine car construction. It makes a modern and most convenient kind of family conveyance—powered to meet present day requirements. The body is longer than other Ford passenger cars, thus affording an unusually roomy interior. In appearance, the town sedan is quite imposing. It is of the three-window four-door type. The lines are low long and straight. And this suggestion is emphasized by the smart French roof quarters and the belted moulding which runs sharply back from the radiator and circles the entire body. The town sedan is offered in a number of attractive color harmonies. Nickeled headlamps, radiator and door handles provide attractive touches of brightness. There are nickeled cowl lamps, too, and the smartest sort of finish strip at the juncture of hood and cowl.

The plan of the body affords the utmost room and comfort. Wide doors give easy access to both front and rear compartments. There is exceptional head room. The driver's seat is wide and deep and completely cushioned.

FLOOD OF ORDERS FOLLOW PRICE CUT

Hupp Motor Car Company Experience Livelies Business of Year Following Reduction

Scarcely had news been sent out of the sweeping price reductions announced on April 7 by the Hupp Motor Car Corporation than orders began to pour into the Detroit factory from every section of the United States and Canada despite the dampening effect of late and cold Spring weather.

In announcing the reductions the company declared that the new low prices were the first move in its new 1929 expansion programme, which started with the purchase of its new plant in Cleveland last January. More than a million square feet of floor space was acquired in Cleveland as well as modern factory buildings and manufacturing facilities.

In addition, Hupp has purchased control of and increased the production capacity of several new and subsidiary concerns.

When the Cleveland plants are put into complete operation this year the production capacity of the company will be more than doubled. More than $2,000,000 is being spent this year in the development of these plants alone.

From every section of the country, even those in which the recent floods and heavy rains had practically paralyzed traffic, came the orders for new Huppmobiles.

Not only was the sales impetus general throughout the United States, but the Canadian business of the company felt the effect of this stimulus, officials report.

New Building to House Shell Headquarters

SAN FRANCISCO, May 4.—Another great forward step in the development of the West was made public here today with the announcement of plans for the new 380-foot skyscraper headquarters of the Shell Oil Company. Representing an investment of $1,000,000, the new structure will be one of America's most modern buildings both in design and in equipment. It will have twenty-eight stories, the third highest building in San Francisco.

The Shell Building should be ready for occupancy on May 1, 1930. From it will be directed the extensive exploration, production, refining and marketing activities of the Shell Oil Company and the research and development work of the newly organized Shell Development Company and Shell Chemical Company. It will be Pacific Coast headquarters for manufacture and distribution of the complete Shell products line.

Work of demolishing five brick buildings on the site at Bush and Battery Streets is already under way. The Bush-Battery corner is a commanding location. It is directly behind the square in which the Mechanic's Monument is set, on Market Street at the head of Ferry Street, only six blocks from the Ferry Building and conveniently central to the financial, insurance and transportation office districts. The greater portion of the Shell frontage is on two streets, 117 feet 6 inches on Bush and 137 feet 6 inches on Battery, will have more than 200 feet of clear space in a south-easterly direction receiving direct sunlight all day.

The design of the building will be a modern adaptation of the Gothic with clearly defined vertical lines to accentuate the height, which is the present trend in many of America's finest buildings. Flood lighting will be used to bring out the beauty of the building at night. Construction will be of steel and reinforced concrete of the most modern and fire-proof type.

A garage to accommodate 175 automobiles will be one of the building's many conveniences.



JAKE SAYS:

Style is the main object with women. If a gal was hanged her last request would be for a rope to match the color of her dress.

I'm glad to see that weddin' ceremonies gettin' shorter an' more humane.

Hell hath no fury like a pitcher pitchin' against the team that sold him.

After reading the epitaphs in a graveyard I sometimes wonder where all the good folks is buried.

Some people would have to work overtime if they practiced half of what they preached.

Uncle Fred had just given Tommy a brand new dollar for his birthday present. "Well, Tommy I suppose you'll go out and buy a brand new automobile with that dollar?" Tommy: "Brand new automobile nothin'. I'll give this to daddy so that he can make a payment on the old car he bought last year."

Fairy tale: Once upon a time long ago, there was a truck driver who did not drive in the centre of the road.

Here's Why Firestone Tires Hold All Records



THE GREATEST enemy to tire life is internal heat and friction — generated within the tire by the cords chafing against each other. Firestone has solved this with the patented exclusive Gum-Dipping process.

In this *extra* process, every cord passes through liquid rubber which saturates every fibre in every strand and insulates every part of the cord with pure rubber. This is the only known method which carries the liquid rubber to the innermost parts of the cords and unifies the whole structure of the tire . . . the result—these tires hold all records for safety, mileage and endurance.

Your nearest Firestone Dealer has a complete stock of Firestone Gum-Dipped tires. He saves you money and serves you better. See him to-day.

FIRESTONE TIRE & RUBBER COMPANY OF CANADA, LIMITED

HAMILTON - ONTARIO

Tune in The Voice of Firestone Every Monday Night 8 P.M. Eastern Time N.B.C. Network

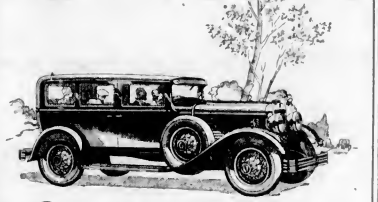
MOST MILES PER DOLLAR

Firestone

Builds the Only

GUM-DIPPED TIRES

PEERLESS



Everywhere — Anywhere you want to go!

Step into the new Six-61—pull away from the curb—and you're on your way—everywhere—anywhere you want to go. ¶ And you travel swiftly—comfortably. For, in spite of its low price this Peerless is big—roomy—powerful. ¶ Take the time to try out this fascinating car. The Peerless dealer asks you.

The new SIX-61

$2175

Six-61 Roadster and Coupe $2175
Victoria $2275 Sedan $2275
Six-81 $2675 and up
Straight Eight-125 $3250 and up
Wire wheels at slight extra cost
All Victoria, fully equipped

The Atkinson Motor Co., Ltd.
818 Yates Street Phone 2983

WHOLESALE DISTRIBUTORS

Vancouver, B. C. Victoria, B. C. **MACKENZIE, WHITE & DUNSMUIR, LIMITED** Motor Car and Radio Supplies

FIRESTONE SUPER SERVICE

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THE STATION WITH THE EQUIPMENT

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CORNER JOHNSON AND BLANSHARD STREETS PHONE 209

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CORNER YATES AND COOK STREETS

Champion National Change Week, May 5-11

Millions Now Change Spark Plugs Every Year To Insure Car Efficiency

High Compression of Engine of Present Day Renders a Complete New Set Economically Necessary Every Ten Thousand Miles Traveled by Motor, Says Manager of Company

Slower Action of Former Power Unit Caused Less Strain on Equipment

"MILLIONS of motor car owners now recognize the greater satisfaction as well as the operating economy resulting from installing new spark plugs at least once a year. Car manufacturers, acting on the results of exhaustive tests, recommend in their instruction books that spark plugs be renewed regularly." The speaker was A. J. Hayes, manager of the Champion Spark Plug Company of Canada, Limited.

"Motor car engines, of early days, with their slow speed and low compression, were easy on the spark plug structure, even though productive of much fouling and operating troubles," says Mr. Hayes. "As a result, spark plug endurance was considered something about which to boast. It was, moreover, only a few years ago that manufacturers took genuine pride in the fact that the spark plugs they produced would function almost indefinitely, except for fouling or accidental breakage.

LOSE EFFICIENCY

"But with the introduction of higher speed engines with much greater compression, it was proved beyond question that spark plugs, no matter how well made they might be, lost efficiency much more rapidly. By utilizing sillimanite in making the cores, and by special electrodes, our company was able to produce plugs which give improved service for a much longer time. But experiments conducted both by ourselves and by car manufacturers, revealed that even this better Champion plug deteriorated in service because of the greater stresses of high compression engine operation. Carbon was burned into the insulator and the points became pitted. This weakened the spark. Consequently, the compressed mixture was not fired with sufficient rapidity to produce complete burning. Loss of power and waste of fuel resulted.

"For some time we hesitated to make these facts known. But we finally decided that a public which had been so kind in its patronage was entitled to know the truth. More than five years ago we began to tell why it was desirable—actually monetary economy—to renew spark plugs at least once a year. The idea was not well received. Both the trade and the public took it for granted that so long as a spark plug fired, that was all that was necessary.

"But the soundness of our statements stood out. Motorists gradually came to realize that it was to their best interests to discard spark plugs that had given 10,000 miles of service. This climaxed with an advertising drive, five years ago, which we called Champion National Change Week, during which we urged motor car owners generally to install a complete set of new spark plugs.

OWNERS ENTHUSIASTIC

"Surveys since made show that tens of thousands in Canada and the United States took this advice the first year. In 1926 the number of automobile owners who installed new spark plugs was climbing toward the million mark. In 1927 it actually exceeded a million. Last year, the total ran up fast, and reports showed about three million motorists participating. Champion National Change Week for 1929 has been fixed as from May 5 to 11, and we believe reports will show an even larger figure than ever before.

"Dealers report such enthusiastic commendation from their customers on the results actually obtained in better car performance that they are now urging every car owner who has not changed his spark plugs in the last 10,000 miles to do so.

"They point out that the owner will actually save more, in oil and gas, during the next few months then the new spark plugs cost."

ENGINE OPERATION

Almost every automobile owner knows how much a thorough cleaning of his spark plugs adds to satisfactory engine operation. Millions who have tried annual replacement of the entire set have learned that it results in even greater difference in performance.

AFTER 10,000 MILES

Thousands of tests by Champion engineers have proved that the owner of a motor car who changes spark plugs after 10,000 miles of driving, or at least once a year, actually saves more than their cost in gasoline and oil consumption, besides increasing his enjoyment of his car's improved performance and saving repairs caused by deterioration of his engine.

PUT TOP DOWN CAREFULLY

Putting down the top is a job that requires care. If the gypsy curtains—those at the rear—are not unfastened and folded carefully, they are likely to be torn by being pinched or stretched as the top goes back.

ADMIRE RAINIER PARK

Rainier National Park, America's mountain-glacier wonderland, lies in the heart of the Pacific Northwest. It is one of the favored spots for motorists from all parts of the country during the Summer months.

Speed King Is Welcomed



THE Mayor of Southampton greeting Major Segrave upon the arrival of the steamer Olympic, upon his return from Daytona Beach, where he broke all speed records for automobiles. On the left is the Mayor, in the centre is the speed king, and Mrs. Segrave is shown on the right.

INCREASE IN SALES MARKED

GENERAL MOTORS REPORT NOTABLE AUGMENTATION IN DEMAND

First Three Months of 1929 Shows Betterment of Fifty Per Cent Over 1928 Period

OSHAWA, May 4.—More than usual prosperity is being experienced by Oshawa and other motor centres as the result of increasing popularity of Canadian-built cars. The latest manufacturer to report record achievements is General Motors of Canada, whose general sales manager, Mr. J. H. Beaton, made public today the news that production and sales of General Motors cars for the first three months of 1929 exceeded by forty per cent the figures for the first quarter of last year.

At the end of the last working day in March the General Motors plants in Oshawa, St. Catharines, Walkerville and Regina had produced 34,565 cars and trucks since the first of January. This figure compares favorably with the total of 25,802 units produced during the same period of 1928.

To achieve the record production of the last three months, the ten thousand workers in Canadian General Motors plants have turned out an average of more than 500 cars each full working day since the first of the year. To reach this average it was necessary to run completed cars off the assembly lines at the rate of practically one a minute during every hour worked.

Commenting on the record achievement, Mr. Beaton pointed out in an interview that the increased sales were not confined to one car alone, but were distributed among all the members of the General Motors family. Production of each one of the eight General Motors lines registered a substantial advance.

"What is the first essential for a successful bathing photograph?" asks a writer. A good exposure.



When touring you'll meet many roads which are to be avoided in wet weather, though they may be in splendid shape during the dry season. Whether touring in California or Tennessee, Canada or Florida, it is a good idea to carry a tow rope. By wrapping it around the rear wheel that is spinning you will get more traction than you will from skid chains. By taking a few turns around the hub cap of the rear wheel and fastening the other were doing when "it happened" the hub will act as a drum and will pull you out of almost any kind of a hole.

TEN YEARS OF STEADY GROWTH

CHAMPION SPARK PLUG CO. DEVELOPS OUTPUT OF 10,000 PER DAY

One Hundred Per Cent Canadian Factory Works to Capacity to Supply Demand

Just rounding out the tenth year of its existence, the Champion Spark Plug Company of Canada, Limited, has developed from its factories in Windsor, Ontario, one of the largest volumes of business enjoyed by any of the Border Cities' numerous enterprises.

The extensive plant of the company was built in 1919. Manufacturing operations began in September of that year, and have ever since recorded a constantly increasing volume of production, which in recent months has been accelerating its gains at a rate surpassing even the rapid growth of the past decade. The average of 10,000 spark plugs a day reached in 1928 exceeded any previous output of the company, but so great has been the flood of orders pouring in since January 1, 1929, that operating schedules now call for 20,000 a day, and plans are under way to increase this to 25,000 in the near future.

Even with production speeded up to its present unprecedented rate, the company is unable to keep pace with the demands upon its facilities, according to Manager A. J. Hayes, who says that if orders were to stop coming in today, it would be fully a month before those on hand could be filled.

"This can truthfully be called a 100 per cent Canadian business," he added. "Practically all our raw material is purchased in Canada, even down to the packing cases, wax paper, cartons and containers used in our shipping department, while our staff of employees is made up entirely from residents of the Border Cities."

Champion's Windsor plants carry on an extensive business in both Canada and foreign countries. Champions are exclusive equipment in most of the well-known automobiles produced in Canadian factories. The new Ford cars, like their predecessors, the long-familiar Ford Model T, are all Champion-equipped. Among other prominent Canadian cars using Champion spark plugs are the entire Chrysler line, including Dodge, Plymouth and De Soto models, Durant, Studebaker, Willys-Knight and Whippet. Internal combustion engines for tractors and other farm machinery, products of Massey-Harris and the International Harvester Company, are also powered with Champion spark plugs.

In addition to supplying the various Canadian motor car producers, Champion exports from the Windsor plants are consigned to automobile, motorboat and aviation manufacturers throughout the world. Champion spark plugs are known and used wherever the Union Jack is flown. They go from the Windsor factory to a wide extent of the world's area, including Japan, Australia, New Zealand, South Africa, East Central Africa, Sudan, Ceylon, Straits Settlements, Trinidad, Barbados, Jamaica, British Honduras, Cyprus and the Fiji Islands, while in addition, shipments are made regularly in large quantities to the Champion Sparking Plug Company of London, England, for distribution throughout the British Isles.

"At our present rate of production and with sales prospects brighter than ever before in our history, we look forward confidently to establishing a new record for our business in 1929," said Mr. Hayes, "and fully anticipate reaching a total output of 5,000,000 plugs this year.

"The year of 1929 in our estimation is destined to be the best that the automotive industry in the Dominion has ever known. Conditions throughout the country indicate a broader general prosperity than ever before. The continuance of good road building is affording greater use for motor cars every year. The industry has developed many ways which have made it possible for owners to operate their cars throughout the Winter and a greater value is thus being obtained from them than has been known in the past. Every car manufacturer is running to full capacity in Canada and all are confident that their sales will show a very large increase over 1928.

"Supplying as we do a large majority of these manufacturers, general automotive prosperity will necessarily be reflected in the activity of our plants, and our expectations for a record year for Champion of Canada in 1929 are therefore based on the soundest possible foundation."

SPARK PLUGS NEED ATTENTION

Modern Engine Strains Make Long Plug Service False Economy

By A. J. HAYES
Manager, Champion Spark Plug Company of Canada, Limited

It is a far cry from the chug-chugging, one-cylinder engine of early automobile days to the smooth running, high compression, high speed motor car power plants of today, and the advance in spark plug design and construction has fully matched the progress registered by engine builders.

In fact, the present gasoline engine performance would never have been possible without the constant improvement achieved in spark plug efficiency. No automobile engine is better than its spark plugs.

But with all the far-reaching improvement in their manufacture, it is today, as much as ever, the course of wisdom for a motorist to change spark plugs periodically. After 10,000 miles driving, or at least once a year, new sets should be installed in every automobile engine.

While it is to be expected that the type of spark plugs Champion makes will be able to give service for years—and we receive letters from users telling of records of 50,000 to 100,000 miles and more from one set—it is still false economy to keep them beyond the period of their maximum efficiency.

With insulators coated with carbon and electrodes pitted, as they are bound to become in use, the spark plug loses intensity, the engine grows sluggish and falters on hills, and gasoline is wasted.

CHANGING PLUGS

Millions of motor car owners have found by experience that changing spark plugs annually is as essential to good engine service as periodical changing of oil, and much less expensive.

SEVERE STRAINS

Despite the improved construction of spark plugs in recent years, the strains imposed on them by modern high compression engines are so severe that automotive experts still advise motorists to install completely new sets of plugs at least once a year. May 5 to 11 has been selected as Champion National Change Week for 1929.

"What did your father say when he found David kissing you?"
"Nothing. He thought Dave was one of the boys I'm engaged to."

HOOD COVERS CAR'S SECRET

Brilliant Performance of Studebaker Commander Found in Auto's Straight-Eight Engine

Recent announcement of increased factory production schedules on the New Commander Eight is proof of another success scored by Studebaker engineers, according to Mr. Ben Grossman, sales manager for Jameson Motors, Ltd., in Victoria.

"Since its introduction in January the new Commander Eight has proved itself to be quite as noteworthy a car as might have been expected of the men who designed first the great Commander Six, then the world champion President," said Mr. Grossman.

"Effortless performance and the 'good manners' that make driving a real pleasure are the keynote to the Commander Eight's well-earned popularity.

"The secret to the car's brilliant performance lies under the hood in the Commander's straight-eight motor. From the engineering standpoint the power plant is notable for its exceptional ratio of weight to horsepower. It develops one horsepower for approximately eight pound of engine weight."

NO TRAFFIC RULES IN OMAN

One of the places where traffic rules do not obtain is in the Sultante of Oman, a country of 32,000 square miles, with 500,000 inhabitants in Southeastern Arabia. There is not a single automobile to be found in the country.

Have Your Spark Plugs Inspected Free!

You are not getting power, speed and get-away unless your spark plugs are properly adjusted and in good condition.

We will be glad to inspect your spark plugs—*free of charge*. No obligation at all—this is just part of our service to the motoring public.

Automotive Equipment House
758 Yates Street
(Next Library)
We Carry a Complete Stock of
CHAMPION Spark Plugs



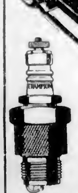
speed



The world's speed records on land, water, and in the air were made with the aid of dependable Champion Spark Plugs. Champions assure you of the best and most economical performance.

CHAMPIONS . . .
for every engine everywhere
Distributed by
Whitaker & Revercomb, Ltd.
"The House With a Policy"
MOTOR CAR AND RADIO SUPPLIES
Wholesale Exclusively





Is Your Car Ready for the TRIP . . ?

Don't wait until the morning that you intend going on a trip and then find that your motor is balky. A new set of Champion Spark Plugs increase power and speed and quickly pay for themselves in gas and oil saved.

CHAMPION
for every engine everywhere

WHOLESALE ONLY
R. ANGUS
555 Yates St. Phone 1164

Let us install a complete new set of dependable Champion Spark Plugs in your car

The results will amaze you

COME IN TODAY

JONES BROS.
Battery Manufacturers
Phone 3714
Yates and Quadra Streets

Save GAS *and* OIL



. . *restore* POWER *and* SPEED



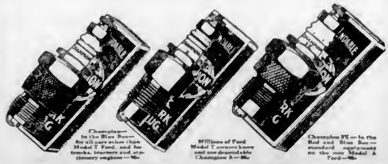
A full new set of dependable Champion Spark Plugs installed in your car once every 10,000 miles restore power and speed, and save their cost in gas and oil alone.

CHAMPIONS . . .
for every engine everywhere
Distributors
Mackenzie, White & Dunsmuir, Ltd.
VICTORIA AND VANCOUVER

CHAMPION *National Change Week*
MAY 5th to 11th
Install NEW IMPROVED
CHAMPIONS
Save the Price of New Spark Plugs *now!*

Champion National Change Week was established to bring forcibly to the minds of the motorists of the country the advisability and economy of installing new spark plugs every 10,000 miles. ¶ All car manufacturers recommend, and hundreds of thousands of motorists are changing spark plugs every year to insure better and more economical car operation. ¶ Now, more than ever before, Champion recommends the installation of a complete new set of improved Champions. ¶ The time-tested and exclusive superiorities with which Champion excels and outsells throughout the world have been greatly improved to meet *all* conditions of the most advanced engineering. ¶ No matter what spark plug you may now be using, the new improved Champions will improve power and speed, and *save their cost many times over* in *less gas and oil* used. ¶ Make Champion National Change Week your yearly reminder to install a complete new set of improved Champions. Any one of 12,000 dealers will be glad to serve you.

CHAMPION SPARK PLUG CO. OF CANADA LIMITED • • WINDSOR, ONTARIO
A CANADIAN MADE PRODUCT 718



Any Champion dealer will gladly render FREE Spark Plug Inspection Service during Champion National Change Week

Boultbee, Limited, Now in New Premises

Boultbee, Limited, Now In Spacious New Premises

Occupancy of Modern New Showrooms and Shops at Corner of Yates and Cook Streets Eloquent Tribute to Rapid Growth of Firm

A firm that has shared in the growing business of British Columbia is Messrs. Boultbee Ltd., the opening of whose new Victoria premises, 1100 Yates Street, at Cook, is an event of outstanding interest to the automotive business here. The Victoria branch, of which Mr. Les Eastman is manager, has the parent company in Vancouver. Vancouver experienced a wonderful growth and the new building is concrete evidence of a remarkable example of rapid business expansion from a small beginning. Mr. H. N. Boultbee, founder of the firm, started in a small way in Vancouver nine years ago a specialty of this firm—is added by the new Cowdray testing machine and by the patent Trudrum lathes which facilitate the truing of scored and eccentric brake drums.

quired and a move was made to larger premises at Fort and Blanchard.

The new premises which have just been opened are well adapted in every respect, commodious and well lighted, to deal with the increasing volume of work, including the regular servicing of the large number of passenger cars, commercial and heavy duty trucks.

The building has a frontage of 122 feet, with a driveway of seventy feet communicating with the workshops and brake-testing room by huge, easily-manipulated doors with a fifteen-foot opening. Offices, a showroom with display cases of new type, battery rooms and workshops are all conveniently fitted and appointed. Exact work on brakes—always a specialty of this firm—is

Messrs. Boultbee specialize in tires, brakes, batteries and electrical equipment; are distributors of Willard batteries, Firestone solid tires, North-East Electric, Knight re-volvator controllers, Rudd disc wheels, and dealers in Firestone pneumatic tires and Raybestos brake lining. The battery department is an important branch of the business and among the contracts held is that of servicing the Marconi batteries and the stereoscopic apparatus of the C.P.R. boats.

Mr. Eastman will have under his supervision an enlarged staff with Mr. Norman Walker in charge of the shop. "The secret of the firm's 'Service Right Now,' accompanies the branch to its new home.

LEARN FROM CAR AHEAD

The car immediately ahead, in the action of its visible units, often seems to be trying to give the driver behind instructions. One that is most common is that revealed in the action of its wheels. If they are wobbly, it is more than likely that the tires on this car are wearing fast, because, in addition to the customary forces met in the revolution of the wheel, they must absorb side-to-side play, which grinds away the tread at a much more rapid rate.

You can't judge a man by the company he invites, but the company that comes,



PYRENE DISTRIBUTORS

Whitaker & Revercomb, Ltd.

"The Moose With a Policy"

Motor Car and Radio Supplies — Wholesale Exclusively

843 Yates St. — Phone 8300

DISTRIBUTORS

DOUGLAS, MACKAY & COMPANY

1214 Broad Street — Victoria — Phone 617

Boultbee, Ltd., Service Large Truck Fleet



One of the many fleets of trucks which are equipped with Firestone tires and serviced by Boultbee, Ltd., is that of Johnson Bros., which is shown in the above illustration. These trucks, ten of which are Leylands, are used for the delivery of exceedingly heavy material which subjects both tires and trucks to great wear. Firestone tires have been proven by Johnson Bros. as a tire of long life and a minimum of trouble

GABRIEL SNUBBERS GET SEVERE TEST

Autos Bump Over Thousands of Miles of Roughest Roads Successfully

CLEVELAND, May 4.—Bumping over thousands of miles of the roughest back roads from Canada to Florida and from the Alleghenies to the Arizona deserts, cars equipped with the new Gabriel triple-hydraulic shock absorbers have just completed a series of the most gruelling tests ever undertaken in proving the qualities of an automotive product.

Another exhaustive endurance grind made by Gabriel Company was to send a car roaring over the rough brick surface of the Indianapolis Speedway for 20,000 continuous miles. Automotive engineers state that the Indianapolis track is one of the severest possible tests for this device, for the uneven brick surface subjects a car to an incessant jarring that keeps the working parts moving constantly and the oil in the chamber under constant agitation. Cars speeding around the brick bowl night and day for the 20,000 miles, the Gabriel triple-hydraulics were found to be in perfect condition as at the start.

GASOLINE GOOD CLEANSER

Another of the many methods of cleansing the running gear of the car is through the use of gasoline. The chassis should be thoroughly rinsed after the heavier part of the dirt has been removed.

SPECIAL TIRES BUILT FOR BUS

Highly Specialized Line of Pneumatics for Heavy Duty Manufactured by Firestone Co.

The motor bus, the tractor and the high-speed truck have become vital factors in Canadian daily life. There are over 1,000,000 of them in constant use in Canada and United States today. Only a condition never could have existed like it not been for the development of tires especially adopted to this heavy-duty service, says Mr. Les Eastman, manager of Boultbee, Limited, local Firestone Solid Tire dealer.

For passenger buses Firestone has developed a highly specialized line of pneumatics designed for continuous speed under load. Eight piles of gum-dipped cords, extra layers of rubber between piles, tapered toe heads, double cord breaker strip and a special cushion of rubber between the carcass and tread form a tire unsurpassed and delivering extraordinary service.

BATTERY FAILURE HITS WHOLE CAR

Electric Unit Should Not Be Allowed to Stand Discharged

The failure of the storage battery means the failure of the entire car and its neglect will render the engine as useless as if the gasoline tank were empty, says Mr. Les. Eastman, of Boultbee, Limited, local Willard Battery dealers. Keep the battery within its maximum charge at all times and never permit it to stand in a discharged state.

Do not charge or discharge the battery too quickly. Care must be taken to keep the top clean, and before filling it with distilled water wipe the surface well before unscrewing the filler caps.

It is a good plan to rub the lead terminals with a rag on which is some vaseline, as this will protect them from being corroded by any acid which might be spilled. To keep the plates covered with water is most important.

KING PURCHASES THREE NEW CARS

LONDON, May 4.—An interesting indication that the King expects shortly to regain his full health and strength, and to be able to follow his former pursuits is the purchase of three new automobiles for the royal household. One is a six-wheeled saloon in which the King and his guests will travel to the moors when the King is able to go shooting again. This car will also be used when the King or the Queen are at one of the royal farms.

It will replace the pony traps formally employed to take the King's shooting parties across the moors. There will be room for six or more people, and as in all the cars used by the King or Queen a novel feature will be twin speedometers in the interior of the saloon. These instruments, with two clocks, will be mounted on the panel separating the driving seat from the interior, so that the speed can be read by the passenger. Frequently, when the King's cars return to the garage their paint is scratched, sometimes with the initials and names of people anxious, apparently, to let the world at large know that they have touched the King's car. Before the cars are taken out again these scratches are obliterated and varnished over, so that the paintwork retains its showroom finish. The King's personal cars are the only ones in this country which do not carry number plates. Cars used by other members of the royal family are numbered in the ordinary way.

Their teacher had been giving Johnny and Jimmy a lesson in good behavior, and in order to test them held out two pieces of toffee—one large and one much smaller.

"Now, then," she said, "I want to see which of you has the better manners."

"Oh, that's all right, teacher," Johnny said, quickly grabbing the large piece. "Jimmy has!"

DELIVERIES SPELL RECORD MONTH

Over Fifty Per Cent Increase In Nash Shipment Reports For Last April's Lead

KENOSHA, Wis., May 4.—While retail delivery figures at key points for the week ending April 26 are exceeding by 51.42 per cent those of the corresponding period last year, executives of the Nash Motors Company anticipate the greatest April volume in the history of the Nash organization, according to C. H. Bliss, general sales manager.

"Three of the districts included in Nash's largest marketing centers for the week had increases in retail deliveries which were truly phenomenal," stated Mr. Bliss. "Minneapolis led the procession with an increase of 165 per cent over the record of the previous year, while Nash "400" series sales in Buffalo and Milwaukee bettered last year's figures by 100 per cent.

"It is significant that this buying record for Nash was not limited to the metropolitan markets, but it is indicated in the reports which we are receiving from all points of the country.

"We are already able to estimate that April will show a sales gain substantially larger than that of March.

"The tremendous upward swing in Nash sales during April is expected to continue gains that were made during the earlier months of the year. When in January there was an increase of seventy-seven per cent, in February an increase of thirty-three per cent, and in March an increase of forty-four per cent over the corresponding months of 1928.

With these figures already recorded, there is little doubt that in 1929 Nash may expect the greatest volume of business in the experience of the company."

Land Surveyor A Fit Hero for Canadian Novel

TORONTO, Ont., May 4.—One of the most romantic and picturesque figures found in the pages of Canada's pioneer history, not to mention fruitful history of this very day, is that of our native surveyor. The Globe comments. It is rather a wonder that the surveyor of what were once trackless wilds, unchanted and unknown, has not had more prominence in the fiction of this country; but such a thing will no doubt come in time. These thoughts were brought to mind by an editorial entitled "Morale," which recently appeared in The Canadian Surveyor, a quarterly publication, printed in Ottawa and devoted to the interests of the surveying profession in Canada. That article reads as follows:

"A surveyor's notes and reports are generally limited to a record of the actual survey on which he has been engaged and for which, in due time he will receive his meagre stipend. Over and above this formal record there is always an unwritten one of the hardships and adventures by flood and field which have been the common lot of our profession since the first feeble fringe of settlement appeared on our Eastern seaboard.

"These daily encounters may not be of sufficient importance to serve as a plot or a romance of high adventure, but endured day by day throughout a long season they impose upon the surveyor and his party a strain and tension, both mental and physical, to overcome which requires a high degree of mind and courage.

"The position of a surveyor in charge of a party is, in many respects, analogous with that of the master of a ship or officer in charge of a military detachment on outpost duty. The authority of a ship's captain, however, is upheld by acts of Parliament and nautical law and usage from time immemorial, while behind the military man is the whole weight and prestige of martial law. His severe and readily enforceable penalties for infraction of discipline and insubordination. In contrast to these positions, bolstered up by law and authority, the surveyor will typically recruit a party at some frontier town, taking whatever labor may be available, and load that party into the wilderness for five or six months. Its members must endure exacting labor, be tormented day and night by flies, suffer extremes of heat and cold and take their chances of rapids, storms, accidents and sickness.

"To realize how few survey parties are wrecked by lack of loyalty or morale is a tribute to the members of our profession who, though sharing the labor, privation and rough fare of their employees, have in themselves the mental force that will lead the party to the ultimate of human achievement—a work well done and truly done.

He—After all, darling, you must admit that your debts are your own fault.

She—They may be, but they're owing to other people.

TIRES TESTED BY FLEET OF MOTORS

Firestone Co. Operate Seventeen Cars Night and Day to Prove Efficiency

The famous Firestone gum-dipped test fleet of seventeen vehicles, known throughout the automotive industry as one of the greatest laboratories of fact-finding in the manufacturing world, has been operating for months from its base at the western Firestone factory, and traveling constantly over the highways and byways of Southern California twenty-four hours a day to check the performance of Firestone tires. The fleet comprises fourteen passenger cars, from the smallest coupes to the most expensive limousines, as well as three trucks up to five-ton capacity.

The Firestone gum-dipped test fleet is continually on the go, with the exception of Sundays, over a given course which includes almost every character of road condition. The route selected was charted for the different kinds of pavement covered, number of traffic stops, hill and mountain climbs, detours to dirt roads, varying heat conditions and other factors that affect tire wear.

When one driver leaves his seat another driver takes his place and retraces the route. This procedure is followed day after day, for the sole purpose of proving the performance of Firestone tires, and constantly striving to better the quality. The Firestone Tire & Rubber Company is said to make a heavier investment in its road-testing laboratory than is made by any other firm in its manufacturing world to test its products.

F. B. Fitzhugh, superintendent of the fleet, says the vehicles in the fleet travel as much in a month as the average car or truck will travel in more than a year. Each of the passenger cars runs on an average of 13,900 miles a month, or 166,800 miles a year. The trucks travel on an average of 12,800 miles a month, or 153,600 miles a year. This makes a total for the fleet of 1,596,000 miles a year.

Lady Carey Evans, who before her marriage was a Miss Lloyd George, told an amusing story concerning her distinguished father.

At a certain public meeting where he was the principal speaker, a particularly offensive type of heckler had the impertinence to shout whether it was not a fact that his grandfather used to drive a donkey cart.

Soma man would have lost their temper at such unwarranted impudence, or become confused, thereby, of course, playing into the hands of the opponent. Not so L. G.

Quick as lightning came his reply, addressed, however, not to the questioner, but to the audience generally:

"Ladies and gentlemen," he said, "I must ask you to pardon me for not being able on this occasion to give a straight answer to a straight question. The fact is that the cart has quite escaped my memory, but—here he paused—"I see the donkey is still alive."

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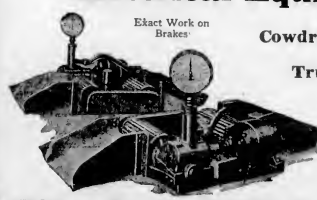
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CHESS COLUMN

"Good company's a chessboard" —Byron's "Don Juan."

By T. H. PIPER
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BLACK—Dr Alechin



WHITE—Kevitz and Pinkus

The play is the end of the game which follows and is one of three simultaneous with two players consulting at each.

WHITE	BLACK
32. B N 1	32. Q R K 2
33. B B 2	33. K K 1
34. B N 1	34. K Q 1
35. B B 2	35. K B 1
36. B N 1	36. Q R 4
37. B B 2	37. B N 5
38. K N 2	38. Q R 6 ch
39. K R 1	39. P R 5
40. B N 1	40. K N 2
41. B B 2	41. P N 3
42. B N 1	42. K R 3
43. B B 2	43. P B 4
44. PxP	44. PxP
45. RxR	45. PxR 1
46. Q K 2	46. P K 6
47. P Q 5	47. PxP
48. B N 1	48. P B 5 !!
49. PxP	49. B B 6 ch

White resigns.

A strong game by the world champion, his opponents opposing with almost equal force.

WHITE—Kevitz Champion of the Manhattan C.C., consulting with Pinkus	BLACK Dr. Alechin
1. N K B 3	1. N K B 3
2. P B 4	2. P Q N 3
3. P K N 3	3. B N 2
4. B N 2	4. P K 4
5. N B 3	5. B N 5
6. Castles	6. BxN
7. NPxB	7. P Q 3
8. P Q 4	8. P K 5
9. N R 4	9. Castles
10. P B 3	10. PxP
11. BxP	11. N K 5
12. Q Q 2	12. R K 1
13. P Q 5	13. N B 4
14. Q Q 4	14. Q N Q 2
15. B R 5	15. N K 4
16. B B 4	16. Q Q 2
17. N B 2	17. N N 2
18. N Q 2	18. Q R 6
19. BxN	19. RPxB
20. P K 4	20. P K B 2
21. Q R K 1	21. P K N 4
22. B K 3	22. R K 2
23. K R 1	23. Q R K 1
24. B N 1	24. B B 1
25. R B 2	25. B N 5
26. K R K 2	26. Q R 4
27. K N 2	27. B R 6 ch
28. K R 1	28. K B 2 !

The Boston Transcript says in part: "Black has now the better game owing to better position judgment; his 28 ..., K B 2 is the initial step in a far-reaching plan to place his King in safety before beginning storming operations on the White citadel.

29. B B 2	29. P R 4 !
30. B N 1	30. R K 4
31. B B 2	31. Q N 5

The remaining moves are with the diagram at the head of the column

---

Our next is a brilliancy from the Team Tournament.

WHITE Koltanowski	BLACK Price
1. P Q 4	1. P Q 4
2. P Q B 4	2. P Q B 3
3. P K 3	3. N B 3
4. N Q B 3	4. P K 3
5. N B 3	5. Q N Q 2
6. B Q 3	6. B K 2
7. Castles	7. Castles
8. P K 4	8. PxBP

The old rule still applies. It is better to take towards the centre by 8 ... PxKP

9. BxP	9. R K 1
10. Q K 2	10. P Q N 4
11. B Q 2	11. P Q R 3
12. P K 5	12. N Q 4
13. N K 4	13. B N 2

13 ..., P Q B 4 ?; 14 PxP, NxP; 15. NxN, BxN; 16. BxRP ch; 17. Q B 2 ch

14. K N N 5	14. P R 3
15. Q R 6	15. R K B 1

If 15 ..., PxN; 16. NxP, BxN; 17. Q R 7 ch, K B 1; 18 Q R 8 ch, K K 2, 19. BxB ch, P B 3; 20. QxP mate.

16. N K B 3	16. P Q B 4
17. BxRP	17. PxB
18. QxRP	18. P B 4
19. PxP ep.	19. N (Q 4) xP
20. NxN ch	20. NxN
21. Q N 6 ch	21. K R 1
22. N N 5	22. B Q 4
23. K R K 1	23. PxP
24. R K 4 !!	24. BxR

A brilliant move, forcing a mate.

25. BxB	25. R B 1
26. Q R 6 ch	26. K N 1
27. B R 7 ch	27. K R 1
28. B B 5 ch	Black resigns

The game (and notes in part) are from The Manchester Guardian.

CHESS NEWS AND NOTES

England—The Future of Chess—Capablanca gave a lecture at Selfridge's, London, mainly devoted to a further exposition of his proposals for altering the size of the board and increasing the number of pieces. A large, cultured, critical audience listened to the great apostle of their cult, giving reasons for the faith that was in him. The themic note of his discourse was that some change was desirable for leading players only in the direction of satisfying the public demand for games with more combinations, quicker results and fewer draws.

He made it clear to his audience that while he believed his proposals to be the best to attain the desired end, he was not wedded to them to the exclusion of all other ideas He admitted the constructive nature of suggestions in the press. These include changing the rule for Castling inverting the positions of the Bishops and Knights, giving the King two moves instead of one, going back to the old game in which Castling was not permitted, increasing the power of the Queen by adding to it the move of a Knight, changing the manner of scoring in games so that the draw would not mean half a point to each player, i.e., a player with two Knights to the good, receiving 4-5 of a point; and last but not least, to ballot for the opening as in draughts. This would be a great improvement for a period, said he, but it has the great drawback of giving a still greater advantage to the man able to memorize many games and variations, and in a few years would eliminate the few mysteries now left in chess for the leading players. Changing the rule for Castling would give White a decisive advantage; changing the positions of Bishops and Knights would facilitate drawing He had tried giving the Queen between the Knight move, and it led to many draws.

Reverting to the old game would make the game slower, owing to slower Rook development. Moving the King two squares would change the whole game and might be the one possible change without increasing the board or changing the power of the pieces. A suggestion to give the King's Bishop the additional powers of a Queen he thought to be a very good one, and it might even be the change that was required

Capablanca said: "It was a consideration of all these factors that decided my suggestion of increasing the board in order to introduce in the game new forces which would perforce throw the players on their own resources and give much greater scope to the imagination and to the creative power of the individual player."

Recent Matches—The Bank of England has won the championship of the London Banks Chess League and has also tied for first place with the Westminster Bank in the third division of the league.

Manchester vs Bradford—The annual match was won by the former by 8 to 7. The winners have defeated this season Liverpool, Liverpool Central, Manchester University, Birmingham, Leeds and Bradford.

Northern Counties Championship—Yorkshire beat Cheshire by 6½ to 8½ in the final and holds the title and will meet the champions of the South and Midlands for the English county title in October.

British Boys' Championship—Boys from all parts of the United Kingdom met at the Hastings C.C. The players came from Birmingham, Cardiff, Glasgow, Southampton, Camberwell, in all twelve cities sent their hopefuls. Rupert Cross from the Worcester College for the Blind is a favorite.

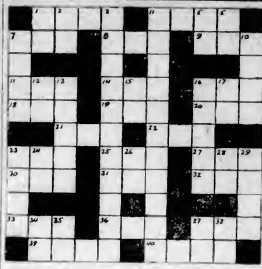
The World Championship—Bogoljubow has accepted the bid of the municipality of Wiesbaden for eighteen of the thirty games in the title match, which will be played under the auspices of the International Federation, whose sanction has been given to the arrangement. Bogoljubow is the official candidate of the F.I.D.E., his claims for a match being deemed paramount. He plans six of the remaining games in Holland and six very likely in Berlin. Play in first game begins in September

Dr. Alechin received the foregoing from The Hague and accepts conditions, thus dispelling all fears that the champion's view of the F.I.D.E. was much like that of the armed neolithic individualist of the first tribunal.

Asked about his 1930 return match with Capablanca, he replied he must await the outcome of his match with Bogoljubow. He will play at Bradley Beach before returning to his home in Paris.

United States — Metropolitan League Championship—The Marshall C.C. won the final with the Manhattan C.C by 8 to 2, the winner's total game score being 51-16, as against 60½-19½ by the Manhattans, who lose the title they held for three years. A half-game victory. The winners for the championship club were Marshall, Bigelow, Reinfeld, Hanauer and Tholfsen. Smirka and Perkins drew. Kupchik, Federation tournament champion, was the only winner for Manhattan.

The Daily Cross-Word Puzzle

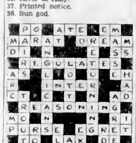


ACROSS

1. Is victorious.
4. Mental concept.
7. Heavy weight.
8. Part of a circle.
9. Paint.
11. Resinous substance.
14. Negative prefix.
15. Rest.
18. Roman god.
19. Also.
20. Falsehood
21. Tree.
22. Cry of a dove.
23. Devour.
25. Kind of fish.
27. Ancient.
30. Exist.
31. Meadow
32. Equality of value.
33. Uppermost part.
36. Negative.
37. Limb.
39. Roster.
40. Drink.

DOWN

1. Sorrow
2. Within.
3. Napoleon's place of exile.
4. Image breakers.
5. Nickname.
6. Three-toed sloth.
7. Cash box.
10. Tiny coin.
12. River in Livonia.
13. Packing box.
15. Hawaiian bird
16. Vessel.
17. Two (Roman).
23. Orient.
24. Metric unit.
26. Engineering degree (ab.).
28. Exclamation.
29. Measure.
34. Gold (Heraldry).
35. River in Italy.
37. Printed notice.
38. Sun god.



ANSWER TO YESTERDAY'S PUZZLE

Publishers Hear Hoover



PRESIDENT Hoover, as guest speaker at the Waldorf-Astoria Hotel, New York, made his first public address since his inauguration, to the Newspaper Publishers' Convention, pointing out the large part which newspapers can play in the aid of law enforcement.

New Flying Regulations Governing Pilot Schools Of United States Given

NEW YORK, April 27.—Flying school regulations providing for the examination and rating of civilian flying schools as to suitability and airworthiness of equipment and the competency of instructors, the purpose of which is to improve flying instruction throughout the United States, have been drafted by the Department of Commerce, aeronautics branch, in co-operation with the flying school section of the Aeronautical Chamber of Commerce The regulations, which will be issued soon by the Department of Commerce, call for three classifications of schools, namely flying schools, ground schools and ground and flying schools. Approved flying schools will be rated by the department as private pilot's flying schools, limited commercial pilot's flying schools and transport pilot's flying schools.

Under the new regulations all planes used by approved flying schools must be licensed by the Department of Commerce for that purpose. Approved schools must limit the number of students to not more than fifteen per plane. Flying instructors will be limited to six hours of dual instruction work per day and permitted to work not more than six days a week The regulations place a time limit on the duration of the courses Students must complete their courses in three months in the case of private pilot schools, six months for commercial and eighteen months for transport pilot's schools. This means that an approximate average of two hours flying and two hours ground instruction per week will be necessary for private and limited commercial schools and three hours flying per week for transport students after their first fifty hours. The schools must keep a record of each student's flying time and instruction on the ground. An outline of all flying school courses must also be submitted to the department for approval

Approved flying schools, under the new regulations, will be called upon to maintain such a standard of instruction that nine out of ten graduates who apply for pilot licences from the department must pass the tests satisfactorily. A percentage of 66 2-3 of the students accepted for instruction must graduate from the course."

Private pilots' schools must give their students eighteen hours' total flying time, ten hours of which must be dual and eight hours solo The limited commercial pilot's classification calls for a total of fifty hours' flying, of which not less than fifteen hours nor more than twenty-five must be dual. Graduates of approved schools in this classification must have experience on two different types of planes other than those used for primary dual instruction, one of which shall be a cabin type

Transport pilots' school standards call for 200 hours of flying time, of which not less than thirty-five nor more than fifty should be dual and check time and as such be counted toward the solo flying experience required for transport pilot's licence A transport pilot, according to the regulations, must have a minimum of ten hours' solo experience in flying each of two distinct types of ships other than those used for primary dual instruction. He shall also have ten hours' solo on at least one type of cabin plane, which shall be not less than a four-place type and which shall be loaded to normal capacity during these prescribed flights. In addition to this a transport pilot shall have ten hours' solo experience in night flying.

The minimum sized field as outlined in the regulations for approved schools is one having at least 2,000 feet of effective landing area in all directions, with clear approaches, or "it shall have landing strips not less than 500 feet wide, permitting landing in at least eight directions at all times, the landing strips not to cross or converge at angles less than forty degrees nor any one of the landing strips to be less than 2,000 feet in effective length with clear approaches, or it shall have two landing strips, one aligned with the general direction of the prevailing wind permitting at least four-way landing at all times and having clear approaches, the landing strips to be at least 500 feet wide and not less than 2,000 feet in effective length and not to cross or converge at an angle of less than sixty degrees. The dimensions of the effective landing area and the effective lengths of the landing strips shall be increased at altitudes above 1,000 feet in accordance with accepted practice."

Hangar and shop facilities call for sufficient hangar space to sufficiently house all airplanes used for instruction purposes and sufficient equipment and personnel to maintain such planes in an airworthy condition as required by the air commerce regulations The total number of planes engaged in actual instruction from a given field shall not exceed ten planes per hundred acres at any one time. Operations shall be limited solely to instruction during instruction periods where runways only are available.

The certificate of approval to be issued by the Department of Commerce will last for one year unless suspended or revoked for violation of the regulations It will be renewed upon satisfactory evidence that the school is in active operation and an inspection satisfactory to an authorized representative of the Department of Commerce showing that the school is maintaining the required standards

J. S. Mariot will be in charge of the Flying School Regulation Division for the Department of Commerce O. G Budwig, Chief of the Inspection Division, asserted that flying school inspectors would be ready to inspect schools applying for approved certificates by May 15

Church Council Urges Sex Equality—Headline. Sure Give the men a chance—Arkansas Gazette.

A commercial traveler representing a large wholesale house, waited upon an up-country storekeeper and booked a substantial order. The goods, on delivery, turned out to be "not up to sample," and the storekeeper refused payment. After much futile correspondence the firm drew upon the storekeeper through the local postoffice, but the draft was dishonored. They then handed the matter over to the only attorney in the place, who drew from the storekeeper this cryptic message:

"The undersigned is the storekeeper to whom you consigned your rascally goods The undersigned is the merchant to whom you addressed an insulting letter requesting payment. The undersigned is the postmaster through whose medium you drew for payment. The undersigned is the attorney to whom you have handed your account for collection, and if the undersigned were not also a local preacher, he would tell you where you could go to."

SOUND AUCTION BRIDGE



By WILBUR C. WHITEHEAD
The World's Greatest Authority

Compensated Four-Card Suit Bid

North: ♠ Q 7 5 4 ♥ 10 9 ♦ A J 6 3 ♣ A Q 10

West: ♠ 10 8 ♥ Q 8 6 5 ♦ Q 9 8 4 ♣ J 9 5

East: ♠ J 8 3 ♥ A K 7 4 3 2 ♦ 10 ♣ K 8 3

South: ♠ A K 9 8 ♥ J ♦ K 7 5 2 ♣ 7 6 4 2

THE BIDDING

Auction: South (Dealer) one Spade, West, pass; North, pass; East, two Hearts, South, pass; West, pass, North, two Spades, all pass.

Contract: South, one Spade; West, pass; North, four Spades, all pass

SALIENT POINTS OF THE BIDDING

Auction: South's original bid of one Spade with four to the Ace-King, supported only by a side King, is in accordance with the developments in four-card suit bids. East's holding does not warrant a Heart rebid, in the absence of encouragement from his partner.

Contract: Following South's bid of one Spade, West passing, North, holding six Probable Tricks in support of Spades, jumps to the game bid

THE PLAY

West's opening lead of the five of Hearts is clearly readable as either a singleton or the lowest of four cards of the suit. East, therefore, winning with the King, can lose nothing by the return of the Ace. South trumps the Ace of Hearts and takes the double finesse in Clubs, Dummy's ten forcing East's King Whatever return East makes, Declarer gets in, drops the outstanding trumps and tries the Diamond finesse, which wins. Declarer now leads Dummy's Ace and Queen of Clubs, establishing a long Club in South's hand upon which Dummy's losing Diamond can be discarded South, therefore, loses but one Heart and one Club trick, making five odd on the hand

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MISS ADVENTURES

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By Mary Tuttle

